Fresno Council of Governments

OVERALL WORK PROGRAM

FISCAL YEAR 2020-2021

Final May 2020

Fresno Council of Governments

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Glossary of Common Acronyms

AASHTO - American Association of State Highway and Transportation Officials
AB - Assembly Bill
ADA - Americans with Disabilities Act of 1990
ADT - Average Daily Traffic
ALUC - Airport Land Use Commission
AMTRAK -National Railroad Passenger Corporation
APCD - Air Pollution Control District
ARB - Air Resources Board (also referred to as CARB, California Air Resources Board
ARRA - American Recovery & Reinvestment Act of 2009
ATP- Active Transportation Program
AVA - Abandoned Vehicle Abatement
BAC - Bicycle Advisory Committee
BLA - Bicycle Lane Account
BTA - Bicycle Transportation Account
CAAP - California Aid to Airports Program
CAC - California Administrative Code
CALCOG - California Association of Councils of Govts.
CALTRANS-California Department of Transportation
CASP - California Aviation System Plan
CAA - Clean Air Act (Federal)
CCAA - California Clean Air Act
CCASP Central California Aviation System Plan
CCR - California Code of Regulations
CEQA - California Environmental Quality Act
CFPG - California Federal Programming Group
CIP - Capital Improvement Program
CLUP - Comprehensive Land Use Plan
CMAQ - Congestion Mitigation and Air Quality
CMP - Congestion Management Program
CNG - Compressed Natural Gas
COG - Council of Governments
CTC - California Transportation Commission
CTIPS - California Transportation Improvement Program System
CTSA - Consolidated Transportation Service Agency
DOT - Department of Transportation
EIR - Environmental Impact Report
EIS - Environmental Impact Statement
EPA - Environmental Protection Agency (Federal)
EPSP - Expedited Project Selection Procedures
FAA - Federal Aviation Administration
FAST Act – Fixing America's Service Transportation Act
FAX - Fresno Area Express
FCMA - Fresno-Clovis Metropolitan Area
FCRTA Fresno County Rural Transit Agency
FCTA - Fresno County Transportation Authority
FHWA - Federal Highway Administration
FRA - Federal Railroad Administration
FSP - Freeway Service Patrol
FSTIP - Federal Statewide Transportation Improvement Program
FTA - Federal Transit Administration
FTIP - Federal Transportation Improvement Program
FY - Fiscal Year
GIS - Geographic Information Systems
GHG- Greenhouse Gas
HMF - Heavy Maintenance Facility
HOV - High Occupancy Vehicle
HPMS - Highway Performance Monitoring System
HSR - High Speed Rail
HST - High Speed Train
IRRS - Interregional Road System
ISTEA - Intermodal Surface Transportation Efficiency Act of 1991
ITIP - Interregional Transportation Improvement Plan
JARC - Jobs Access Reverse Commute
JPA - Joint Powers Agency
LAFCO Local Agency Formation Commission
LOS - Level of Service
LRC - Local Review Committee
LRT - Light (duty) Rail Transit
LTC - Local Transportation Commission
LTF - Local Transportation Fund
MAP 21 Moving Ahead for Progress in the 21st Century
MOU - Memorandum of Understanding
MPO - Metropolitan Planning Organization
NHS - National Highway System
NPIAS - National Plan of Integrated Airport Systems
OWP - Overall Work Program
PAC - Policy Advisory Committee
PIP - Public Involvement Procedures
PL Funds - Federal Planning Funds
PM-10 - Particulate matter smaller than 10 microns
PM-2.5 - Particulate matter smaller than 2.5 microns
PSR - Project Study Report
PTIS- Public Transportation Infrastructure Study
PUC - Public Utilities Code/Commission
PPP - Public Participation Plan
RCR - Route Concept Report
REMOVE - Remove Motor Vehicle Emissions
RFP - Request for Proposals
ROG - Reactive Organic Gases
ROP - Rate of Progress Plan
RSTP - Regional Surface Transportation Program
RTIP - Regional Transportation Improvement Program
RTMF - Regional Transportation Mitigation Fee
RTP - Regional Transportation Plan
RTPA - Regional Transportation Planning Agency
SB - Senate Bill
SCS - Sustainable Communities Strategy
SH - State Highway
SHOPP - State Highway Operation and Protection Plan
SIP - State Implementation Plan
SJVAPCD - San Joaquin Valley Air Pollution Control District
SOV - Single Occupant Vehicle
SR - State Route

SRTP - Short Range Transit Plan
SSTAC - Social Service Transportation Advisory Council
STA - State Transit Assistance
STIP - State Transportation Improvement Program
STP - Surface Transportation Program
TAC - Technical Advisory Committee
TCI - Transit Capital Improvement
TCM - Transportation Control Measure
TDA - Transportation Development Act
TDM - Transportation Demand Management
TDP - Transit Development Plan
TEA - Transportation Enhancement Activities
TEA 21 - Transportation Equity Act for the 21st Century
TIP - Transportation Improvement Programs
TMA - Transportation Management Association
TOD- Transit Oriented Development
TPA - Transportation Planning Agency
TPC - Transportation Policy Committee
TSM - Transportation Systems Management
TTC - Transportation Technical Committee
VMT - Vehicle Miles Traveled
VOC - Volatile Organic Compound

Organization and Management

Overview

Fresno Council of Governments (Fresno COG) is a consensus builder, developing acceptable programs and solutions to issues that do not respect political boundaries. Fresno COG is a voluntary association of local governments – one of California's 38 regional planning agencies and one of 500+ nationwide. In 1967, incorporated city and Fresno County elected officials established the agency, formalizing Fresno COG in 1969 through a Joint Powers Agreement (JPA, included as Appendix M). Fresno COG undertakes comprehensive regional planning with a transportation emphasis, provides citizens an opportunity to be involved in the planning process and supplies technical service to its members.

Fresno COG's member agencies are:

City of Clovis	City of Mendota
City of Coalinga	City of Orange Cove
City of Firebaugh	City of Parlier
City of Fowler	City of Reedley
City of Fresno	City of San Joaquin
City of Huron	City of Sanger
City of Kerman	City of Selma
City of Kingsburg	County of Fresno

Fresno COG has a "double-weighted" voting system, which provides for an urban/rural balance as opposed to either area dominating. Each member has a percentage vote based on population. To approve any action the vote must pass two tests:

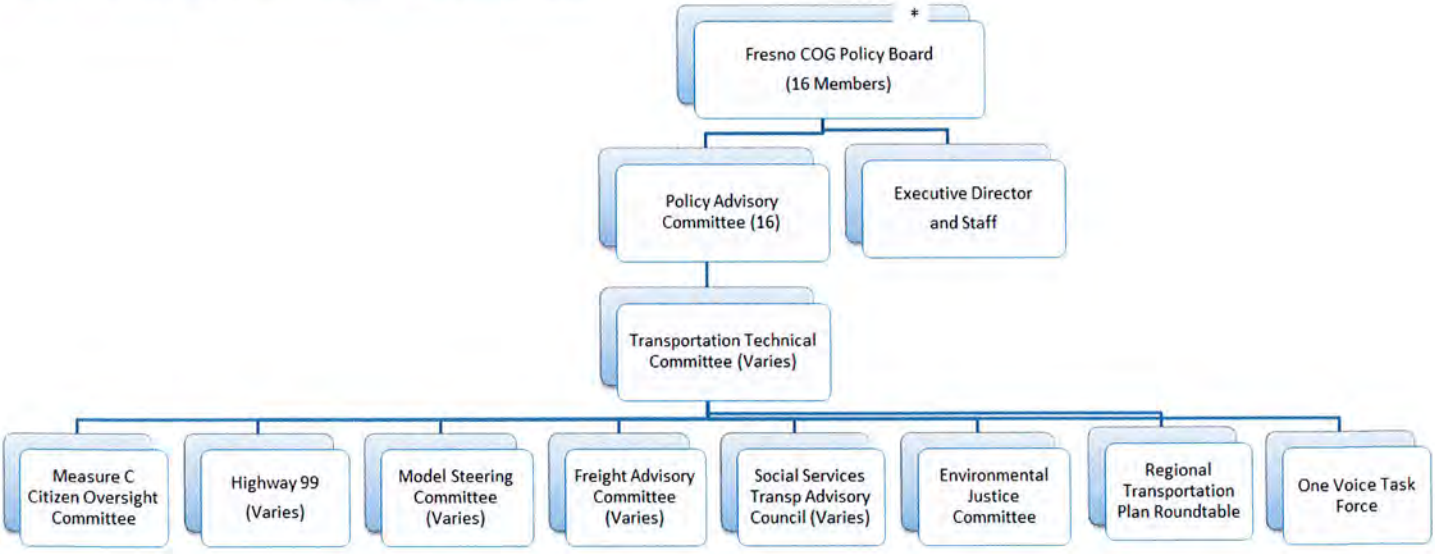
1. Agencies representing **over 40%** of the population must be in favor of an action, and
2. **A majority** of all the members must support the action; that is, nine of the 16 members.

Fresno COG is partially supported by contributed dues from its 16 members; however, the major revenue sources include federal and state grants. The agency has no taxing or legislative authority.

Organizational Chart

The adopted organizational structure is shown in Exhibit 1. Members are represented on the Policy Board by the mayors of each incorporated city and the chairman of the County Board of Supervisors, or their designated alternates. The Policy Board governs the agency, setting policy and guiding work activities. The Board is assisted in its decision-making process by the Policy Advisory Committee (PAC), comprising each member agency's Chief Administrative Officer. The process is also assisted by expert staff from member agencies, citizen and interest groups, and other stakeholders.

Exhibit 1- Fresno Council of Governments Organization Chart



* Fresno County Regional Transportation Mitigation Fee Agency

Exhibit 2
Fresno Council of Governments Staff
Organizational Chart

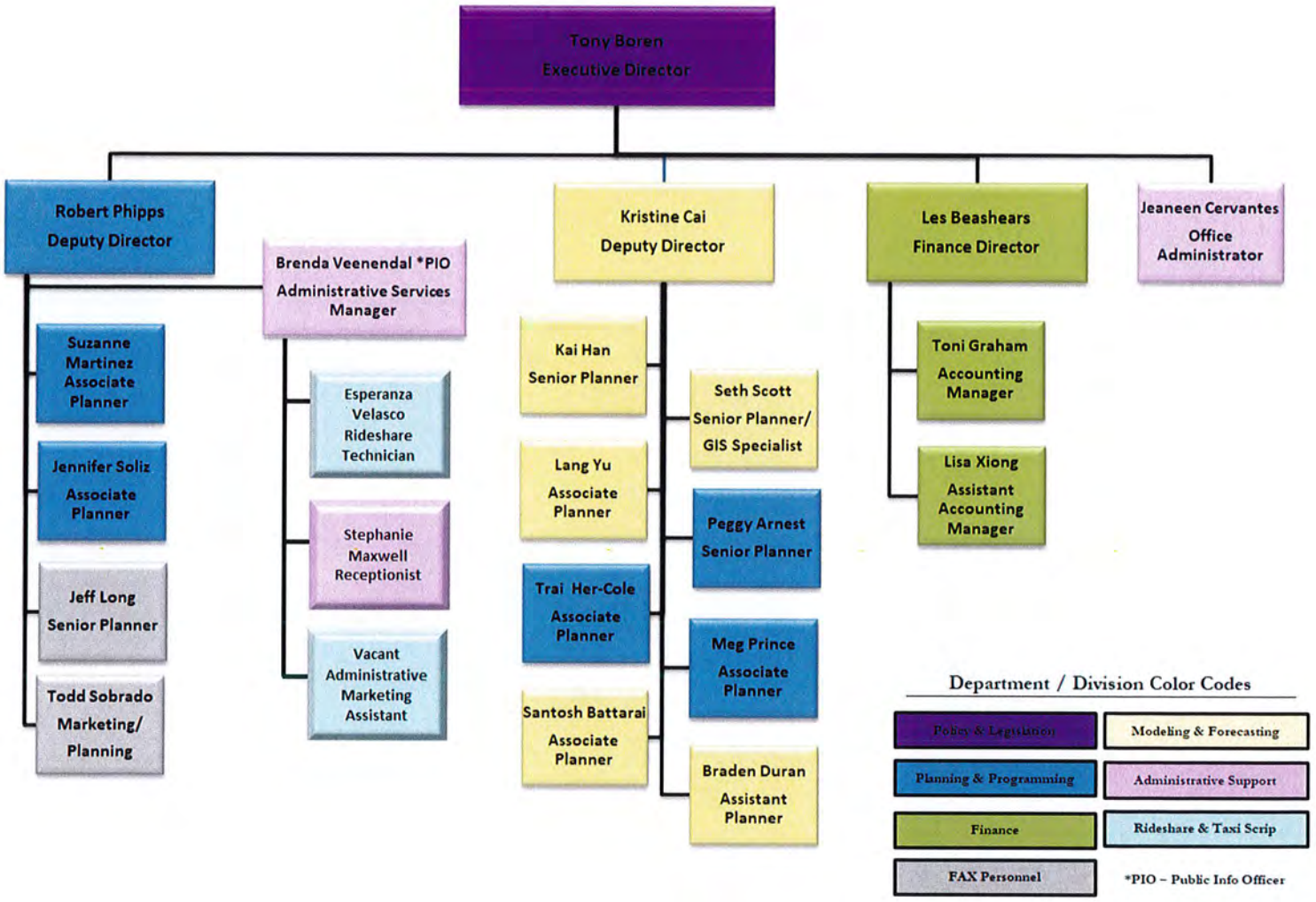
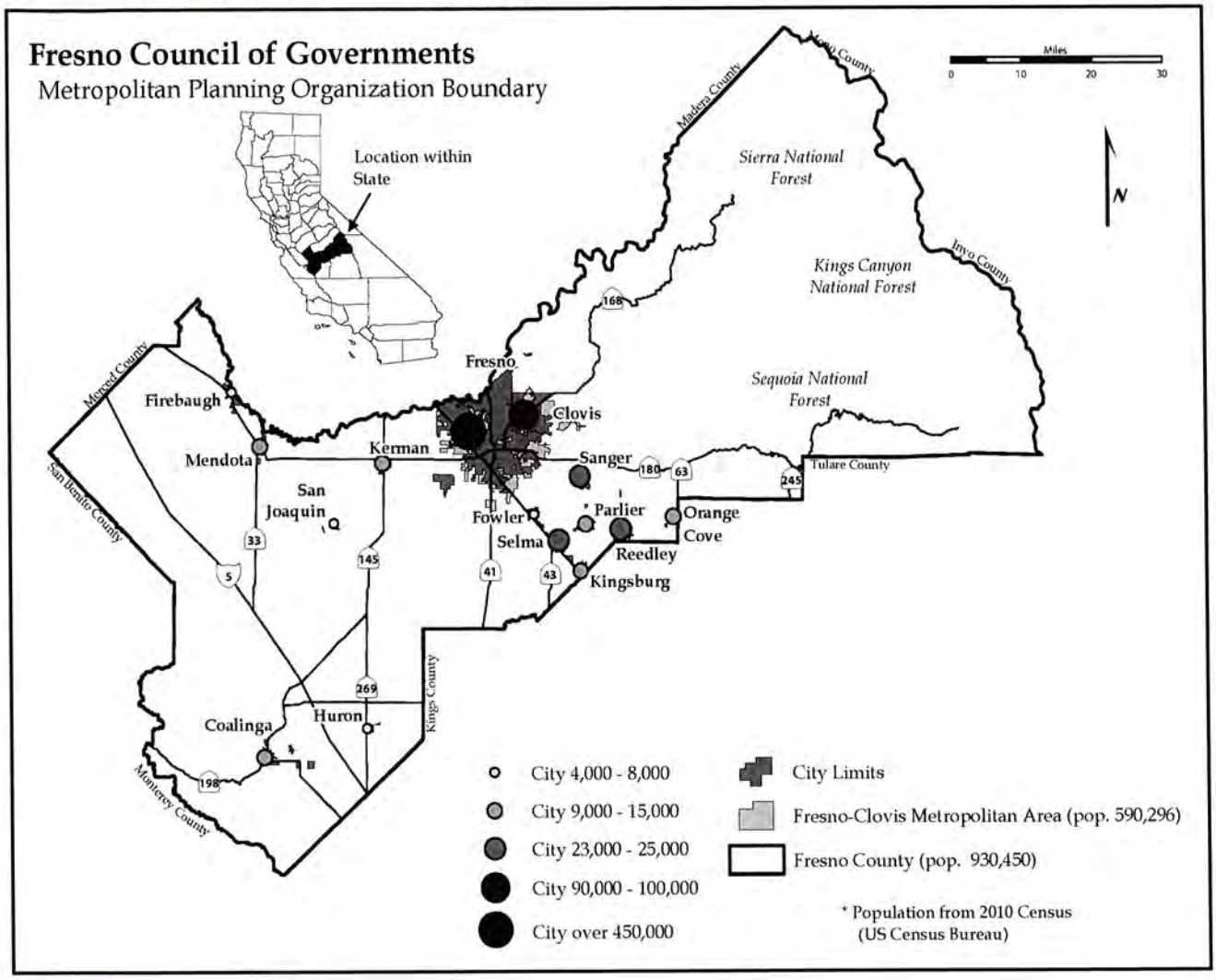


Exhibit 2- Fresno Council of Governments Staff Organizational Chart

Exhibit 3- Metropolitan Planning Organization Boundary



Cooperative Agreements

The institutional arrangements cited herein are specified within Fresno COG's Joint Powers Agreement and were arranged to improve linkages between the regional and member agencies' planning process. Member agencies bear ultimate responsibility for implementing major portions of regional plans.

- Member Agency Working Agreements

Fresno COG and member governments carrying out portions of the Overall Work Program (OWP) execute agreements that indicate procedures and processes for completing work elements. These agreements address the scope of services, transfer of data, personnel liaison and working relationships, time of performance, compensation, records, change orders, severance and/or termination, and required assurances to funding agencies.

- San Joaquin Valley Air Pollution Control District (SJVAPCD)

Fresno COG, along with the other seven Metropolitan Planning Organizations in the San Joaquin Valley, is party to a Memorandum of Understanding (MOU) with the San Joaquin Valley Air Pollution Control District that was revised and adopted September 9, 2009. The MOU defines a coordinated and cooperative process aimed at ensuring air quality and transportation plans employ maximum effectiveness and compatibility, comply with the federal Fixing America's Surface Transportation (FAST) Act, the Clean Air Act's conformity provisions, and at ensuring existing resources are used effectively.

Also, the MOU specifically provides for developing transportation control measures required pursuant to the 1990 Clean Air Act Amendments. The eight Valley MPOs have provided the staff and analytical support necessary to develop emission inventories, emission budgets, and transportation control measures for SJVAPCD to include in State Implementation Plans (SIPs) for the San Joaquin Valley.

- Eight-County Memorandum of Understanding

The eight San Joaquin Valley regional transportation planning agencies have executed a memorandum of understanding in response to requirements for a coordinated, comprehensive, regional transportation planning process contained in the FAST Act. This MOU was originally adopted in 1992 and provides for close coordination of planning activities where interregional issues are involved. Major efforts being coordinated include the Regional Transportation Plan and Sustainable Communities Strategies, the Transportation Improvement Program, the transportation air quality conformity process, transportation control measures, Blueprint implementation efforts, transportation & land use modeling, legislative advocacy, goods movement and regional rail. Additional support activities as agreed upon by the COG Directors are also coordinated. The MOU establishes a strong working relationship among the eight Valley transportation planning agencies and satisfies federal requirements to have a cooperative agreement among agencies located within the federal air quality nonattainment area boundaries.

This MOU was revised and adopted on September 21, 2006.

The eight Valley MPOs are also charged with addressing AB 32 and SB 375 requirements regarding climate change and greenhouse gas emissions. Cooperative planning activities have been included in a Valleywide work plan, of which those applicable to Fresno COG are included in the OWP.

Those activities involving Fresno COG staff or resources are outlined in the OWP.

- Fresno-Madera Area Agency on Aging

A long-standing memorandum of agreement between Fresno COG and the Fresno-Madera Area Agency on Aging recognizes the individual responsibilities each agency has for developing various plans and programs and reviewing specified, federally assisted projects under state and federal mandates. Each agency agreed to a review and comment process relevant to all long-range planning activities and annual work programs. Under the MOU, actions by either agency will be consistent with the plans and policies of the other. It also includes specific assurances for close cooperation and coordination in reviewing federally assisted projects and information-sharing.

- Transportation Policy Committee

Under a memorandum of understanding between Fresno COG and the California State Transportation Agency, Fresno COG established an Areawide Transportation Policy Committee for Fresno County. The Transportation Policy Committee comprises the mayor of each city in Fresno County, the chairman of the Fresno County Board of Supervisors and a representative of California Department of Transportation (Caltrans). One of the Committee's main functions is carrying out the continuing, comprehensive and coordinated transportation planning process for Fresno County.

Rational For Defining the Region

Fresno COG is the state-designated Areawide Clearinghouse for Fresno County, and also the state-designated Regional Transportation Planning Agency for complying with state and federal transportation planning requirements. Institutionally, Fresno COG provides and is given overall direction for regional programs in the OWP and is responsible for administering all of the involved grant programs. Work undertaken by member governments or consultants is handled on a contract basis, subject to the approval of the specific funding agency involved. The Policy Board is responsible for all agreements and work completion, ensuring a regional approach to the comprehensive planning process within the OWP.

The scope of regional activities from MAP-21 is carried out through provisions within the FAST Act. The eight San Joaquin Valley transportation planning agencies cooperate on issues of interregional (or inter-county) importance. The Overall Work Program contains tasks specifically related to satisfying requirements for coordinating the Regional Transportation Plan and Program, conformity assessment, air quality analysis and planning, congestion management and transportation modeling.

Policy Making Process

Fresno COG's Policy Board, comprising mayors from each incorporated city and the chairman of the County Board of Supervisors, or their designated representatives, makes policy decisions with assistance from the Policy Advisory Committee (PAC), comprising each member agency's chief administrative officer or a designated representative. With the exception of urgency matters, all items must first be considered by the PAC before submission to the Policy Board.

The Policy Board and PAC are assisted in the decision-making process by member agency staff, citizen and interest group input, and various technical advisory committees including: the Transportation Technical Committee, Model Steering Committee, Social Services

Transportation Advisory Council, Transportation Reauthorization Subcommittee, Association for the Beautification of Highway 99, Environmental Justice Subcommittee, Measure C Citizen's Oversight Committee, Freight Advisory Committee, the Active Transportation Program Multi-Advisory Committee and the Airport Land Use Commission.

Fresno COG's decision-making process is further enhanced through member representative participation at the policy, administrative and technical levels. Through such participation and interaction, Fresno COG intends that its policies reflect member agencies' interests and regional concerns.

The scope of policymaking responsibilities includes the following:

A. Evaluating and recommending alternative policies, plans and programs for responsible public agencies' consideration.
B. Acting as the Fresno County Metropolitan Planning Organization for transportation.
C. Ensuring all programs and grants-in-aid under Executive Order 12372 are consistent with regional plans and programs.
D. Administering member agencies' Transportation Development Act (Local Transportation Fund and State Transit Assistance Fund) claims for transit, pedestrian and bikeway and road projects pursuant to the State Transportation Development Act.
E. Ensuring work required in the OWP is produced through Fresno COG's planning staff, other public agency staff or private consultants.
F. Maintaining appropriate financial and meeting records for the entire planning program.
G. Establishing representative advisory committees as needed to assist in preparing plans, programs and in project review.
H. Complying with congestion management process and air quality transportation conformity requirements.

Coordination Statement

Fresno COG has developed several mechanisms to promote coordination, including diversified membership of the agency itself, its committees, exchanging work programs, joint data use, exchanging plans and other publications, contractual arrangements, informal day-to-day communication and other means. The MOUs among the eight valley transportation planning agencies and the Valley Air District form the framework for regular work sessions to coordinate and collaborate on a variety of issues. Government-to-government consultation with federally recognized tribes is an important aspect for planning and programming. Consultation is a process, not a single event. Through its Tribal Consultation Plan, Fresno COG strives to keep open communication with tribes to facilitate better relationships and better reflect tribes' viewpoints and needs in regional planning documents and projects.

Public Participation

Public participation efforts center around providing information on activities, meetings, plans and reports, and seeking input on Fresno COG's planning activities. Work element 311 highlights the COG's desire and efforts to encourage more public participation during the transportation planning process, consistent with the FAST Act. This includes public participation during plan and program development as well as throughout the adoption process. Fresno COG's 2016 Public Participation Plan guides each phase of plan or program development.
Citizens are represented on the following committees:

- Airport Land Use Commission of Fresno County
- Transportation Technical Committee
- Association for the Beautification of Highway 99
- Congestion Management Process (CMP) Steering Committee
- Model Steering Committee
- Environmental Justice Subcommittee
- Social Service Transportation Advisory Council
- Measure C Citizen Oversight Committee
- Measure C Transit-Oriented Development Advisory Committee
- Measure C Transit-Oriented Development Scoring Committee
- Programming Coordination Group
- Active Transportation Program Multi-Disciplinary Advisory Group
- Technical Advisory Committee
- Measure C New Technology Reserve Steering Committee
- Ag Mitigation Ad Hoc Committee
- Transportation Needs Assessment Committee
- Regional Transportation Plan Roundtable

The Policy Advisory Committee and Policy Board consider all committee member viewpoints before making a final decision. Citizens are encouraged to participate in whatever capacity may be appropriate to their cause. All Transportation Technical Committee meetings,

Policy Advisory Committee meetings and Policy Board meetings are open and transparent. The Social Services Transportation Advisory Council holds an annual public hearing on unmet transit needs within the county. Matters of important public consequence, such as federal-aid programs, are announced to the general public through email, web and Facebook postings, and press releases when warranted. Official matters requiring public hearings also require legal notices and are followed up with press releases and a posting on Fresno COG's website and mass emails. Efforts to expand public participation include announcing plan and program development early and often during the planning process, as well as regular progress announcements, e.g. draft availability and public hearing opportunities.

Fresno COG also maintains ongoing consultation and coordination with federally recognized Native American tribes in Fresno County, as well as having representation on advisory committees. Tribal contacts are routinely apprised of important Fresno COG meetings. This includes monthly Policy Board and Regional Transportation Plan meetings. Additionally, Fresno COG participated in the Central Valley Tribal Transportation Environmental Justice Collaborative Project that sought to, in part, increase communication with San Joaquin Valley tribes.

Office policy requires COG staff to inform each member agency's administrative officer of any matter that may be of importance to his community, and staff regularly makes special presentations to the citizens of a particular community to ensure meaningful interaction.

The "Coming Up at Fresno COG" e-newsletter addresses agency activities and opportunities, directing readers back to Fresno COG's website for more information on current and pertinent topics.

Equal Opportunity Statement/Disadvantaged Business Enterprise

Fresno Council of Governments is an equal employment opportunity employer. This policy promotes a diverse workforce and an inclusive, open, work environment free from discrimination and harassment based on race, color, national origin, creed/religion, gender, age, disability, sexual orientation, and disabled veteran, Vietnam era veteran, and marital status.

Furthermore, Fresno COG is subject to the California Fair Employment Practices Act, which provides for "the right and opportunity of all persons to seek, obtain, and hold employment without discrimination or abridgment on account of race, religious creed, color, national origin, or ancestry."

Fresno COG complies with Code of Federal Regulations, Title 49, and Part 26 related to Disadvantaged Business Enterprises (DBE) by maintaining a goal targeting eligible federal prime and sub-contract dollars to DBEs.

Staff

The OWP's work element section identifies the anticipated staffing required to accomplish each work element for Fresno COG, member governments, and consultants. Exhibit 2 charts the current organization.

Transportation Improvement Program (TIP)

The TIP programs capital improvement projects to implement the Regional Transportation Plan, following state and federal regulations. TIP development is consistent with anticipated state and federal fund estimates provided by the California Transportation Commission and, within reason, state funding priorities. TIP development is coordinated among the San Joaquin Valley transportation planning agencies as provided in the agencies' MOU.

TIP projects are assembled from overall recommendations contained in the adopted Regional Transportation Plan and a process established pursuant to federal guidelines, including activities related to the Civil Rights Act's Title IV. Projects will also be selected, as appropriate, from the required Congestion Management System analysis (CMS), the Regional Transportation Plan and the Measure "C" Expenditure Plan. The TIP process is undertaken through a joint committee process to ensure that it represents local agency project needs and that the Policy Board approves the program. Public advisory committee representatives also review documentation to offer input.

Environmental Protection Statement

Fresno COG is committed to environmental planning within the comprehensive planning process. Plan or program-level environmental evaluation occurs in compliance with California Environmental Quality Act (CEQA) requirements and the National Environmental Protection Act (NEPA), when federal funding is involved.

Historic Preservation

Fresno COG is committed to historic preservation and enhancement in the comprehensive planning process. If a proposed policy, plan or project impacts properties in the National Register, a Historic Preservation Assessment is prepared following rules and regulations in Section 600.66 of the Federal Register, Friday, August 22, 1975.

Social, Economic and Environmental Effects

The 2011 Regional Transportation Plan update included a Subsequent Environmental Impact Report for the project. The 2014 and 2018 RTPs include program-level environmental impact reports.

The RTP includes a comprehensive environmental justice analysis examining social impacts for low-income, minority and other vulnerable communities. Fresno COG's Overall Work Program includes a work element dedicated to environmental justice.

Public Transportation Facilities for Elderly and Persons with Disabilities

Fresno COG has an adopted Assembly Bill 120 Action Plan that requires social services transportation programs' coordination and consolidation. This activity is also supported by the SB 826 Implementation Report for the Fresno Consolidated Transportation Services Agency (CTSA) - a progress report required every two years and an inventory update required every four years. Fresno COG also employs an FTA Section 5310 Program Management Plan.

JARC/New Freedom

In 2015, Fresno COG updated the Fresno County Coordinated Public Transit-Human Services Transportation Plan that provides a strategy for serving older adults, persons with disabilities and persons of low income. It prioritizes transportation services for funding and implementation, with an emphasis on the transportation needs of environmental justice populations in Fresno County. The Moving Ahead for Progress in the 21st Century, (MAP-21) included changes that impacted the Coordinated Plan. MAP-21 repealed Sections 5316 - Job Access and Reverse Commute and Section 5317 - New Freedom. It retained and strengthened the FTA Section 5310 program, restating the requirement of the Coordinated Plan and providing for funding support for strategies and projects recommended through the Coordinated Plan process. Fresno COG continues to oversee and administer existing JARC and New Freedom grants until fully implemented.

Environmental Justice

The transportation needs of Fresno County environmental justice (EJ) populations have always been an important part of Fresno COG. In spring 2017, staff formed its Environmental Justice Advisory Committee to serve Fresno COG's Transportation Technical Committee (TTC). This group has assisted Fresno COG staff in setting thresholds for EJ populations for the Environmental Justice Report within each Regional Transportation Plan. The group also plays a role when Fresno COG staff, the TTC, the Policy Advisory Committee or the Fresno COG Policy Board request recommendations on items involving environmental justice populations. Fresno COG staff, with input from Fresno COG's Environmental Justice Task Force, developed the Environmental Justice Report for the Fresno COG 2018 RTP. Staff completed the update of the Fresno COG Title VI Plan in spring 2019 which U.S. DOT approved in August, 2019.

Energy Conservation

Since 1974 the agency has undertaken multiple studies to evaluate energy use and impacts to the Regional Transportation Plan. An Energy Contingency Plan for Fresno Area Express is updated as needed.

Other Technical Activities

Existing Conditions of Travel, Transportation Facilities and Systems Management
The agency continues to undertake and sponsor work regarding travel conditions, transportation facilities and systems management, including an ongoing traffic monitoring program and transit ridership monitoring. This information provides a basis for short-range transportation systems management actions and to assist in calibrating transportation demand models that project anticipated travel demand based upon planned growth.

Important modifications to the system management concept within MAP-21 included an emphasis for MPOs to use a performance-based approach to transportation decision making and planning that has carried forward into the FAST Act. This planning process involves intense coordination with Caltrans and transit agencies to meet three key federal requirements – developing performance measure targets; integrating those measures into the planning process; and developing performance plans for safety, asset management (highway and transit), and congestion. Caltrans' policy is to maintain the Bridge, Pavement, Intermodal Transportation Management System and Highway Safety management systems as in the past. Caltrans will continue to rely on periodic input from local agencies to complete the reporting process for this effort. Congestion Management Process activities are still mandated by federal regulation in transportation management areas (which includes Fresno), and COG has established procedures to comply with these regulations as described in Work Element 172.

The Framework for Evaluation of Alternative Transportation Systems Management Improvements

Transportation systems management planning is considered in all short- and long-range plans. Modal connectivity is a standard consideration in the planning process because it enlarges the range of improvements that might meet the system's needs. In addition, data collection from any management systems that might have been developed helps prioritize what types of improvements are most needed in an area for the funds available.

Projections for Economic, Demographic and Land Use Activities for Transportation Planning
Fresno COG relies on its member agencies' economic, demographic, and land use projections as the basis for transportation planning activity, and participates with local agencies to assure that such projections are consistent. These projections are used for modeling anticipated travel demand. Fresno COG serves as the Census Data Center for Fresno County, which will helps ensure continuity of countywide projections. A professional demographer/planner is on staff to direct this function.

Refinement of the Regional Transportation Plan through Special Studies
Several special studies have been undertaken in the past, including corridor and small area studies related to streets and highways issues, goods movement, various special transit studies, aviation studies, non-motorized facilities studies, rail studies, etc. Such activity for the current year is identified within the OWP. In addition, several interrelated planning grant activities are underway within Fresno COG's planning area as identified in the informational matrix.

The newly updated mode choice peak period model is the primary basis for ongoing transportation and air quality planning activities in Fresno County. The updated model provides a 2014 base year and is capable of making traffic projections for every year to 2040 and beyond. The Fresno COG activity-based model is being developed to help analyze transportation decisions and their effect on air quality. It is part of Fresno COG's long-range vision for transportation and air quality analysis.

Comprehensive Planning Process

Planning Area

Fresno County is the second largest county in the San Joaquin Valley, encompassing approximately 6,000 square miles. With more than $7 billion a year in commercial crop production, it is the nation's leading agricultural-producing county. The 2019 population of 999,101 places Fresno as the tenth most populous of the 58 California counties. There are 15 incorporated cities, three federally recognized Native American tribes and the county contains a federally-recognized urbanized area - the Fresno Clovis Metropolitan Area - with a 2018 population of about 642,115. The county comprises four distinct geographic areas; the coastal range on the west, the San Joaquin Valley in the central portions, the Sierra Nevada foothills to the east of the valley, and the Sierra Nevada Mountains along the eastern boundary. Fresno County contains portions of the Sierra and Sequoia National Forests, a portion of Kings Canyon National Park and provides a major access to Sequoia National Park and Yosemite National Park.

Planning Designations and Responsibilities

Fresno Council of Governments (Fresno COG) was established to provide a coordinated approach to address multijurisdictional concerns such as transportation, housing, energy and air quality. Its regional forum provides for the comprehensive planning and intergovernmental coordination necessary to deal with many complex issues.

Regional Transportation Planning Agency (RTPA)
Pursuant to state law, Fresno COG has been designated as the RTPA for the Fresno County regional area, and has the following responsibilities:

Plans & Programs

RTP	Regional Transportation Plan
TSME	Transportation Systems Management Element
RTIP	Regional Transportation Improvement Program (is not a plan or program and is not state law)

Transportation Development Act Administrative Functions

Administrative Function	Period
TDA fund apportionment	Annual
TDA fund claims, make allocations	Monthly
TDA fiscal and compliance audits	Annual
Unmet Transit Needs finding	Annual
Transit productivity evaluation	Annual
TDA performance audits	Triennial

Metropolitan Planning Organization (MPO)
Fresno COG is the federally designated Metropolitan Planning Organization for Fresno County. Pursuant to this designation, the agency, in cooperation with the state, is responsible for implementing a continuing, coordinated and comprehensive transportation planning process for Fresno County. The OWP is an integral element of this planning process.

The work program documents planning activities for the program year. It also identifies related planning responsibilities for participating member agencies as well as state, tribal, and federal agencies. The OWP is the programmatic framework of the regional planning process and provides the basis for state and federal funding support. It is developed in accordance with Caltrans' *Regional Planning Handbook.*

Areawide Planning Organization
Pursuant to federal law, Fresno COG is the designated Areawide Planning Organization for the Fresno County region requiring it to adopt related housing, land use and open space elements when appropriate.

Transportation Management Area
As an urbanized area with more than 200,000 residents, Fresno County has been designated as a federal Transportation Management Area (TMA). TMAs are required to develop and adopt a Congestion Management System that includes project selection and certification procedures. Fresno COG's Policy Board comprises local elected officials. These officials also sit as the governing board of the Fresno County Rural Transit Agency (FCRTA), or as in the case of the City of Fresno, has administrative control over Fresno Area Express (FAX). Fresno COG sitting as the Transportation Policy Committee includes a Caltrans representative.

Measure C (1/2 cent sales tax) Planning Responsibilities
With the reauthorization of Measure C in 2006, Fresno COG is responsible for developing and maintaining the Strategic Implementation Plan in conjunction with its member agencies and Caltrans. The Fresno County Transportation Authority is responsible for expenditure plan's strategic implementation. Local sales tax proceeds, along with other federal, state and local funds, provide the revenue foundation for Measure C project delivery.

Local Clearinghouse
In accordance with Executive Order 12372, the state has designated Fresno COG as the Local Clearinghouse for the Fresno County region, with the responsibility to review and comment on local applications for state and federal funding assistance. The process is designed to provide an opportunity for inter-jurisdictional coordination of federal and federally assisted activities within regional areas.

Census Data Center
Fresno COG also serves as the Affiliate State Census Data Center for Fresno County. Staff responds to requests for Census information from member agencies and the public, including publicly disseminating census reports and announcements, as well as maintaining Census geography.

Fresno COG's website at www.fresnocog.org allows direct access to Census, housing and economic information. Other information is maintained online as well, including a regional directory, agendas and minutes.

Funding the Fresno COG Planning Program

Planning activities are funded through a variety of local, state and federal sources. General funding categories are outlined below. Specific fund commitment by source is detailed in the OWP work element descriptions and budget sections.

LOCAL

Member Dues - Participating member agencies are annually assessed dues proportionate to their percentage of total county population. Since 1973, total dues revenue has been set at $40,000, except for those years when the COG Policy Board chose to use a lobbyist.

Local Transportation Fund (LTF) - The LTF is derived from a quarter-cent of the retail sales tax collected within Fresno County. It is intended to support a balanced transportation system with emphasis on public transportation. The policy is to first fund all Transportation Development Act (TDA) administrative activities "off-the-top". Included would be costs directly attributable to LTF administration and required annual fiscal and compliance audits on monies disbursed from the fund. The balance is available to member agencies and is apportioned based upon proportionate population relative to total county population. Pursuant to state law, specific allocations are apportioned from each member's fund as follows:

1)Two percent is reserved for bicycle and pedestrian facilities
2) Five percent of remaining balance is reserved for social service transportation purposes (Article 4.5)
3) Three percent of remaining balance is reserved, per Council policy, for regional transportation planning work necessary to accomplish Overall Work Program activities.
4) The remaining balance is available to (1) meet transit needs and (2) street and road purposes after transit needs have been reasonably met.

Fresno County Transportation Authority (FCTA) - In November 2006 Fresno County voters reauthorized a 20-year, half-cent sales tax for transportation projects within the county. Fresno COG is required to develop and adopt a Strategic Implementation Plan for the revenues. Fresno COG is allotted one-half percent of Measure C revenues for transportation planning and administrative activities.

Fresno County Rural Transit Agency (FCRTA) - FCRTA contracts with Fresno COG for administrative and financial management services, as reflected in OWP Work Element 920.

Fees for Outside Services - Subject to Policy Board authorization, staff provides services (including but not limited to: management, planning, administration, public involvement, grant-in-aid) to other public agencies. Fresno COG is compensated for such services based on a negotiated fee equal to what is charged to any other grantor agency.

STATE

The state participates in specific planning projects that vary from year to year, as detailed in work element narratives and revenue tables in the appendices.

Department of Housing and Community Development (Housing) - Fresno COG may submit estimates to the State Housing and Community Development Department for reimbursement of costs relative to Regional Housing Needs Assessment activities.

FEDERAL

Federal Highway Administration (FHWA PL) - FHWA allocates funds to support urban transportation planning activities based on area population.

Federal Highway Administration (FHWA State Planning and Research - Partnership Planning Element) - FHWA allocates funds to jointly perform transportation planning studies with Caltrans that have a statewide benefit and/or multi-regional significance.

Federal Transit Administration (FTA) - Fresno COG generally uses several sources of FTA funding:

1) **FTA Section 5303** - supports urban transit planning activities.
2) **FTA Section 5304** - available to the state for discretionary rural transportation planning activities.
3) **FTA Section 5307** - available to Fresno Area Express for program operation and capital purposes. Fresno Transit passes through a portion of these funds to Fresno COG for urban transit planning activities performed for Fresno Area Express.
4) **FTA Section 5310 -** Enhanced Mobility of Seniors and Individuals with Disabilities. This program provides funding to local governments, private non-profit organizations or public transit operators to support transportation services for the special transportation needs of seniors and individuals with disabilities.
5) **FTA Section 5317** - New Freedom. This program provides funds projects that can provide new public transportation services and alternatives for disabled persons beyond 1990 ADA act requirements. (Discontinued in MAP-21; however, Fresno COG continues to oversee and administer existing grants)

Environmental Protection Agency (EPA 105) - Fresno COG is party to a memorandum of understanding with the San Joaquin Valley Air Pollution Control District with specific responsibility for air quality-related transportation planning activities within Fresno County. EPA funds air quality attainment planning activities through its 105 program, which Fresno COG uses when available.

Other Funding Sources

Fresno COG may apply for additional discretionary revenue sources to undertake activities identified within the OWP. Examples from previous years include requests to the San Joaquin Valley Air Pollution Control District for funds available through its AB 2766 process (fees collected on each vehicle registered in the Valley to finance a program focused on projects that reduce emissions).

Status of Comprehensive Planning Process

Summary

Fresno COG has been active in regional planning since 1969 through the following activities:

- Transportation (highways, public transportation, rail, aviation, and non-motorized)
- Congestion management
- Regional land use
- Housing
- Air quality
- Environmental conservation
- Transportation demand measures
- Open space
- Seismic
- Water and sewer
- Technical assistance to members

Statutory planning responsibilities have narrowed to focus on regional transportation and housing planning. Fresno COG integrates long-range general planning and specific functional planning among the county, cities and other agencies into a coordinated regional planning process. This planning process links regional policy formulation and implementation through participating member agencies. Major planning activities are more thoroughly discussed within this document's specific work elements.

Fresno COG, through a continuing process of analyzing interrelationships among land use patterns, related infrastructure and transportation elements, responds to shifting public policy resulting from physical, social, economic and environmental constraints.

The process considers both long-range and short-range solutions to regional issues. Long-range planning identifies regional needs at least 20 years into the future and initiates actions to address those needs (e.g. reserving needed rights-of-way through planning reservation or plan lining). Short-range plans evolve from the long-range plan and are more specifically oriented toward programming and construction.

Financing major public improvements in accordance with short-range planning objectives continues to be a major concern. Fresno COG provides valuable technical assistance in the reauthorization process for Measure C sales tax collected for transportation purposes.

Fresno COG also maintains a socioeconomic database that provides detailed information about both existing and future urban development patterns. The database serves as one input to the Fresno County travel demand forecasting model and proves useful for analyzing other urban infrastructure requirements including sewer, open space, transit, and schools.

MPO Planning Certification Process

To maintain eligibility for federal funding Fresno COG must annually certify that it is complying with all stated federal rules and regulations in conformance with:

- 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(l)as amended by the Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Act legislation
- Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d))
- Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California Under 23 U.S.C. 324 and 29 U.S.C. 794
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, February 11, 1994
- Executive Order 13175, Consultation and Coordination with Indian Tribal Governments
- Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 112-141) regarding disadvantaged business enterprises' involvement in FHWA- and the FTA-funded projects (FR Vol. 64 No. 21, 49 CFR part 26)
- The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38)

In support of this certification Fresno COG maintains on file the following:

- MPO designation letter
- Metropolitan/Regional Transportation Plan (current)
- Regional Transportation Improvement Program (current)
- Unified/Overall Planning Work Program/OWP (current)
- Air Quality/RTP/TIP Conformity Report (current)
- Certification on Lobbying Restrictions (current)
- DBE goals, consistent with filed Title VI assurances (current)

Because the Fresno Urbanized Area is a Transportation Management Area, Fresno COG is subject to a joint review by FHWA and FTA every four years to determine if the planning process meets certification requirements. The most recent joint review was conducted in April 2017. On June 28, 2017 Fresno COG received notification of certification valid for four years. The next review is scheduled for April 2021.

On March 11, 1988, the federal government published the "Common Rule" (49 CFR Part 18 - Uniform Administrative Requirements for Grant and Cooperative Agreements to State and Local Governments). The "rule" governs such things as the accounting systems maintenance, records retention, property management, procurement and contracts. 49 CFR Part 18 is referenced in every federal pass-through grant document that Fresno COG executes with the state.

Regional Transportation Planning Issues

Transportation Reauthorization Issues

On December 4, 2015, the federal surface transportation bill *Fixing America's Surface Transportation* (FAST) Act, was signed into law following its predecessors: the Safe, Accountable, Flexible, Efficient, Transportation, Equity Act, a Legacy for Users (SAFETEA-LU) and the Moving Ahead for Progress in the 21st Century Act (MAP-21). SAFETEA-LU is the last act with current, approved metropolitan planning rules as described in 23 CFR part 450 and MAP-21 set the stage for performance-based planning. One of MAP-21's most significant reforms was establishing national goals and performance measures to create a streamlined, performance-based, and multimodal program that addresses the many challenges facing the U.S. transportation system. These challenges include improving safety; maintaining, operating, and rehabilitating current infrastructure conditions; reducing traffic congestion; improving system efficiency and freight movement; protecting the environment and; reducing project delivery delays. The legislation directs USDOT to work with states and MPOs to develop performance measures related to pavement and bridge condition, safety, congestion, emissions, and freight. States are then directed to set performance targets for each of these measures. MAP-21 made significant changes to the federal transportation program and funds surface programs.

The following core formula programs make up the FAST Act; National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBGP) – which includes a set-aside for Transportation Alternatives (TA), Recreational Trails Program, Surface Transportation Block Grant Program net of TA & Recreational Trails – Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP), Railway-Highway Crossings , Metropolitan Planning, and the National Highway Freight Program.

Funding

The key problem facing all transportation modes is still the lack of available funding for system preservation, management and expansion. State funding for local streets and roads continues to be at risk due to diminishing revenues in the Highway Trust Fund (HTF). The "rate of return" has plagued reauthorizations for decades. With general fund revenues off-setting the HTF since 2008, all states are now receiving more back from the federal surface transportation program than the revenues going into the gas tax fund.

California's Metropolitan Planning Organizations and Regional Transportation Planning Agencies strive to implement regional transportation plans and sustainable communities strategies but continue to face challenges when trying to identify strategies for long-term, sustainable and reliable funding solutions. While California's SB 1, enacted in 2017, partially addresses the funding shortfall for state and local infrastructure maintenance, it does little for system expansion.

Travel Demand and Air Quality

The Federal Clean Air Act Amendments of 1990 placed tough new requirements on the sources and causes of air pollution in areas that fail to meet national ambient air quality standards, such as the San Joaquin Valley Air Basin. The amendments require substantial reductions from all sources of air pollution, including transportation, and establish a strengthened transportation conformity requirement to ensure that these reductions are achieved. The term "air quality transportation conformity" refers to the *process* whereby transportation plans, programs and projects are shown to conform to the requirements of the Clean Air Act Amendments and applicable State Implementation Plans (SIPs).

Consistent with federal direction for a coordinated basin-wide approach to dealing with these pollutants, the San Joaquin Valley Metropolitan Planning Organizations (MPOs) have entered into a memorandum of understanding (MOU) as discussed in the "Organization and Management" chapter under the "Cooperative Agreements" section. The eight Valley MPOs also participate in an MOU with the San Joaquin Valley Air Pollution Control District. Fresno COG staff helps coordinate valley traffic modeling activities relative to air quality requirements and helps provide consistent application of California Air Resources Board's EMFAC air quality model within the San Joaquin Valley, including participating in periodic updates.

The San Joaquin Valley MPOs are also committed to strategic planning for traffic and air quality modeling activities to support continued plan and program development.

The most significant vehicle emission reductions are achieved through California's motor vehicle control program. Accordingly, state and federal agencies must continue to help implement control strategies to achieve those reductions. The federal 2019 Safer, Affordable, Fuel-Efficient (SAFE) rule and challenges to the Corporate Average Fuel Economy (CAFÉ) standards have rendered EMFAC unusable for the foreseeable future and California unable to meet CAA emissions standards.

State and federal agencies will likely also play a strong role in providing incentive funding for enhanced infrastructure to support zero- and near-zero emissions technologies.

Livable Communities and Transit-Oriented Development

Transportation influences where people live, work and do business. Federal transportation legislation recognizes that transportation decisions have an enormous impact on our air, water and land use patterns, which sets the stage for the recent focus by federal agencies on livable communities. The Livable Communities Initiative seeks to improve mobility and the quality of life by:

- Strengthening the link between transit and community planning;
- Promoting public participation in the planning process; and
- Increasing access to employment through high-quality transit services.

This initiative also promotes walkable communities that provide residents options for mobility beyond the automobile. Walking and bicycle trails encourage an active living that, in turn, protects against such health-related issues as obesity and diabetes -- diseases associated with a sedentary lifestyle.

To improve community mobility and quality of life, transportation plans should coordinate transit planning with community development planning. Livable communities are those in which housing, schools, parks and convenient transit services are within easy walking distance. Transit services should link residents with employment and shopping opportunities. Livable communities will evolve from a combination of careful land-use decisions and well-developed design guidelines. Both land use and transportation planning must consider alternatives to automobiles. Such alternatives as walking, transit and bicycling should be built into the community planning process. Mixed-use neighborhoods are another mechanism for establishing livable communities.

Under AB 32 and SB 375, California's 18 MPOs are required to address climate change issues through integrated transportation and land-use planning. The MPOs are required to develop sustainable communities strategies (SCS) in their regional transportation plans. Land use and transportation strategies applied in the SCS include compact development, mixed uses, allocating more growth along major transportation corridors, investment in public transit and active transportation, etc. In addition to meeting CARB's greenhouse gas emission reduction targets, the SCS is intended to also achieve other co-benefits such as farmland preservation, improved air quality and public health, affordable housing and more transportation options, etc.

Capacity Problems / Corridor Needs

While local tax dollars raised by Measure C are helping build needed major facilities, many local streets will experience serious future capacity problems. Fresno COG proposes to identify the magnitude and urgency of these problems. A major unresolved issue is the demand for an east-west travel corridor in the northern portion of the FCMA and southern portion of Madera County, which involves a new river crossing between the two counties. Fresno COG will continue to study potential solutions and facilitate discussions between the jurisdictions. North/south circulation in the FCMA north of McKinley also needs to be analyzed to better define improvements in the SR 168 corridor.

Using Fresno COG's transportation model, local agency staff will continue to identify capacity constraint problems associated with the circulation system. Issues include whether local general plans circulation elements will provide for street and highway development and other modal capacity sufficient to accommodate future mobility needs; what service levels would be associated with future development; and how improvements might be phased.

Fresno COG will continue to work with the cities of Fresno and Clovis and the County to assure that all transportation control measures, such as signal synchronization and computer traffic control systems, as contained within the CMAQ program, are implemented. An FTA grant-funded Intelligent Transportation System Strategic Deployment Plan update was completed in May 2015. A valleywide ITS plan consistent with the Fresno County plan was completed in 2001.

Local Maintenance, Rehabilitation, Reconstruction and New Construction

Although Fresno COG's focus has often been FCMA transportation planning, Fresno County and the 13 rural cities also contribute funding toward the transportation planning process. With this in mind, Fresno COG will continue to program work activity that assists in developing rural area street systems. The traffic model has been expanded to incorporate a countywide system and refined to allow analysis within rural cities. Rural mobility and connectivity is of extreme concern due to the nature of agriculture as the San Joaquin Valley's economic base. Agriculture depends on the ability to move goods from farm to market. This involves an extensive network of local, regional and state roadways that require ongoing maintenance and rehabilitation. Ongoing review and analysis of inconsistencies among the City of Fresno, City of Clovis and Fresno County circulation elements continues.

Public and Social Service Transportation

State and federal policy both seek improved public transit operations' performance and safety. In past years, Fresno COG has annually evaluated individual transit lines and subsystems' performance based on accepted productivity measures. This information comprises the "Transit Productivity Evaluation" for the "Short Range Transit Plan" (SRTP) updates and will continue to be developed.

Rural transit service focuses on five main issues: (1) continuing adequate common carrier service, (2) reciprocal fare/transfer programs among rural and metropolitan area services, (3) service to rural residents who live outside city service area boundaries, (4) maintaining adequate and stable funding for additional transportation improvements and (5) maintain uniform fare throughout rural system.

FTA has mandated transit operators to provide better justification of transit services and facilities based on financial capacity. With limited resources and the need for maintaining high productivity, public transit operators have focused on developing efficient transit operations and prudent capital programs. There is a need to develop long-term financial strategies to ensure long-range as well as short-range transit plans are justified and a deterioration of transit services can be prevented. These efforts are now being addressed and will continue to be an integral part of the transit planning process.

Aviation

Fresno County's airports play a vital role in achieving a fully functional and integrated air service and airport system complementary to the regional transportation system.

Airports and surrounding land use compatibility is a continuing issue. Local agencies must maintain diligence in the areas surrounding the airports to avoid noise and safety hazard conflicts with incompatible uses. Fresno COG provides land use oversight in and around airports through the Fresno County Airport Land Use Commission (ALUC), which is responsible for conducting airport compatibility land use determinations and relevant planning activities.

Rail

Of particular importance to the Fresno region on an ongoing basis is California's high-speed rail project. Fresno COG will devote considerable staff time and resources to the many different high-speed rail issues. These issues include planning for a maintenance facility in Fresno or its vicinity and other economic opportunities associated with the high-speed rail project; station-area planning and design; eminent domain; and numerous jurisdictional, financial, environmental, and social equity issues.
Other passenger rail-related planning efforts include such considerations as:

1. Additional funding for grade separation projects
2. Additional intercity train service for the San Joaquin route.
3. Obtaining abandoned railways through Fresno County for future local transportation purposes.
4. Long-range planning and corridor preservation for future commuter, light rail or other mass transit uses in Fresno County.
5. Expanding train service to Sacramento.

Planning Emphasis Areas & Metropolitan Planning Factors

FTA/FHWA Planning Emphasis Areas

Planning emphasis areas (PEAs) are policy, procedural and technical topics that federal planning fund recipients must consider when preparing work programs for metropolitan and statewide planning and research assistance programs. For 2020-21, the Federal Highway Administration (FHWA) California Division, Federal Transit Administration (FTA) Region IX, and Caltrans' Planning Division have not issued new PEAs and planning factors for the Overall Work Program.

FAST Act Implementation

The FAST Act continues all of the metropolitan planning requirements that were in effect under MAP-21, including the metropolitan and statewide transportation planning processes, consultation with other planning officials and requirements for enhanced performance goals, measures, and targets to be identified as part of the transportation improvement and project selection process. The FAST Act expands the metropolitan planning process to include: improving transportation system resiliency and reliability; reducing (or mitigating) surface transportation storm water impacts; and enhancing travel and tourism. [23 U.S.C. 134(h)(1)(I) & (J)].

Fresno COG integrated new performance goals, state and regional standards into its continuous, comprehensive and cooperative planning process and in the Regional Transportation Plan. Fresno COG will continue to establish and implement performance measures as part of the transportation planning and programming process, in cooperation with the State, FHWA, FTA and other MPOs. USDOT is developing its federal performance measures pursuant to MAP-21. When finalized, they will require regional and statewide integration. Fresno COG will work closely with Caltrans, the Fresno COG Board and local stakeholders on the development of performance targets, as well as other necessary and appropriate program efforts and developments to address the final rules. Meanwhile, Fresno COG continues to participate in the federal rulemaking process.

	FAST Act Implementation
Work Element	
110 Regional Streets & Highways Planning	X
111 Regional Transportation Modeling	X
112 Traffic Monitoring	X
114 Fresno County Intelligent Transportation System Architecture	X
115 Regional Transportation Mitigation Fee Program	X
116 National Park Transit Service	X
117 Golden State Corridor Study	
120 Regional Public Transportation Planning - FCMA	X
121 Fresno COG-Administered Federal Transit Administration (FTA) Grant Programs: Section 5310, Section 5316 (JARC) and Section 5317 (New Freedom)	X
142 Regional Sustainable Infrastructure Planning Program Cycle II	X
143 Reverse Triangle Study	
144 Fresno County Regional Electric Vehicle Charging Infrastructure Network Plan	
146 Better Blackstone Design Challenge - RMRA	
147 County Trails Master Plan Update	
148 Regional Transit On-Board Survey	X
149 SB 743 Local Assistance Program	X
150 Other Modes - Aviation and Rail, Bicycle and Pedestrian	X
152 High Speed Rail Planning	X
153 Fresno County Airport Land Use Commission	X
160 Blackstone Design Challenge - Strategic Partnership Grant	
161 Fresno-Madera Sustainable Corridor Study	X
162 Regional Sustainable Infrastructure Program	X

163 Freight Movement Planning	X
170 Regional Transportation Plan	X
171 Transportation Performance Management	
172 Congestion Management Process (CMP)	X
180 Air Quality Transportation Planning	X
210 Measure C Reauthorization Implementation	
211 Measure C. Citizen Oversight Committee	
212 Measure C Rideshare/Vanpool Programs	
214 Measure C ADA/Senior/Paratransit/Senior Scrip Program	
215 Measure C Agricultural Worker Vanpool Program	
220 Transportation Program Development	X
310 Intergovernmental Coordination	X
311 Public Information and Participation	X
313 Environmental Justice Activities	X
320 Technical Assistance	X
350 Fresno Regional Data Center	X
360 One Voice Advocacy	
420 Fresno Regional Housing Needs Allocation Plan/Multi-Jurisdictional Housing Element	
820 Valley Coordination Activities	X
910 Fresno COG Administration	
911 Overall Work Program & Budget Development	
912 Local Transportation Fund Administration	X
920 Fresno County Rural Transit Agency Administration	X
930 Fresno County Transportation Authority Administration	X
940 Freeway Service Patrol	

Elements of the Transportation Planning Process: MPO Planning Factors

In addition to PEAs, MAP-21 issued (Section 134(h)) Federal Planning Factors that emphasize transportation planning considerations from a national perspective. In MAP-21, the metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into project selection. The MAP-21 National Performance Goals include:

1. Safety—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure condition—To maintain the highway infrastructure asset system in a state of good repair.
3. Congestion reduction—To achieve a significant reduction in congestion on the National Highway System (NHS).
4. System reliability—To improve surface transportation system efficiency.
5. Freight movement and economic vitality—To improve the national freight network, strengthen rural communities' ability to access national and international trade markets and support regional economic development.
6. Environmental sustainability—To improve the transportation system's performance while protecting and enhancing the natural environment.
7. Reduced project delivery delays—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The eight planning factors (for both metro and statewide planning) are as follows:

1. Support the metropolitan area's economic vitality, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase transportation system safety for motorized and non-motorized users.
3. Increase transportation system security for motorized and non-motorized users.
4. Increase accessibility and mobility for people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency among transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the transportation system's integration and connectivity across and among modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize preserving the existing transportation system.

The FAST Act added the following for consideration:

9. Improve the system's resiliency and reliability and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

Fresno COG, as the regional MPO, intends to continue integrating these principles throughout the transportation planning process. MAP-21 and the FAST Act provide an array of provisions designed to increase innovation and improve efficiency, effectiveness, and accountability in the planning, design, engineering, construction and financing of transportation projects. The metropolitan planning rules state that the planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the planning factors. The matrix below illustrates how the MAP-21 and FAST Act Planning Factors are addressed across work elements in the OWP.

Metropolitan Planning Factors

FAST ACT Factors	Support Economic Activities	Safety for Users	Security for Users	Accessibility/Mobility for People & Freight	Environment/Energy Cons./Quality of Life	Connectivity of System Between Modes	Efficient System Management and Operation	Preserve Existing System	Improve the resiliency and reliability of the system	Reduce or mitigate storm water impacts of surface transportation	Enhance travel and tourism
Work Element											
110 Streets & Highways	■	■	■	■	■	■	■	■	■		■
111 Regional Transportation Modeling	■	■	■	■	■	■	■	■	■		■
112 Traffic Monitoring	■	■	■	■	■	■	■	■	■		
114 Fresno Co. Intelligent Transp. System	■	■	■	■	■	■	■	■	■		
115 Regional Transportation Mitigation Fee	■	■	■	■	■	■	■	■			
116 National Park Transit	■	■	■	■	■	■	■				■
117 Golden State Infrastructure	■	■	■	■	■	■	■	■			■
120 Regional Public Transp. Planning - FCMA	■	■	■	■	■	■	■	■			
121 Public Transit-Human Services - JARC	■	■	■	■	■	■	■	■			
142 Regional Sustainable Infrastructure Planning Prgm Cycle II	■	■	■	■	■	■	■	■	■		■
143 Reverse Triangle Study	■	■	■	■	■	■	■	■	■		
144 Fresno County Regional Electric Vehicle Charging Infrastructure Network Plan	■	■	■	■	■	■	■	■	■		■
146 Better Blackstone Design Challenge	■	■	■	■	■	■	■	■	■		
147 County Trails Master Plan											■
148 Regional Transit On-Board Survey	■	■	■	■	■	■	■	■	■		■
149 SB 743 Local Assistance Program	■				■	■	■	■			
150 Other Modes - Aviation and Rail, Bicycle and Pedestrian.	■	■	■	■	■	■	■	■	■		■
152 High Speed Rail Planning	■	■	■	■	■	■	■				■
153 Airport Land Use Commission	■	■		■		■	■				■
160 Blackstone Design Challenge Strategic Partnership Grant	■	■	■	■	■	■	■	■	■		
161 Fresno-Madera Sustainable Corridor Study	■	■	■	■	■	■	■	■	■		■
162 Regional Sustainable Infrastructure Planning Program		■		■	■	■	■	■	■		
163 Freight Movement Planning	■	■	■	■	■	■	■	■	■		
170 Regional Transportation Plan	■	■	■	■	■	■	■	■	■		■
171 Transportation Performance Mgmt.	■	■	■	■	■	■	■	■	■		■
172 Congestion Management	■	■	■	■	■	■	■	■			
180 Air Quality Transportation Planning	■	■	■	■	■	■	■	■	■		
210 Meas. C Reauthorization Implementation	■	■	■	■	■	■	■	■	■		
211 Meas. C. Citizen Oversight Committee	■	■	■	■	■	■	■	■	■		
212 Meas. C - Carpool/Vanpool Coordination	■	■	■	■	■	■	■	■	■		
214 Meas. C – ADA/Senior/Paratransit/Senior Scrip Program	■	■	■	■	■	■	■	■	■		
215 Meas. C – Agriculture Worker Vanpool Program	■	■	■	■	■	■	■	■	■		
220 Transportation Program Development	■	■	■	■	■	■	■	■	■	■	■
310 Intergovernmental Coordination	■	■	■	■	■	■	■	■			
311 Public Information and Participation	■	■	■	■	■	■	■	■			
313 Environmental Justice Activities	■	■	■	■	■	■				■	
320 Technical Assistance for Member Agencies	■	■	■	■	■	■	■	■			■
360 One Voice Advocacy	■			■		■	■	■			
420 Fresno Regional Housing Needs Allocation Plan/Multi-Jurisdictional Housing Element	■				■						
820 Valley Coordination Activities	■	■	■	■	■	■	■	■			
910 Fresno COG Administration	■	■	■	■	■	■	■	■			
911 Overall Work Program & Budget Development	■	■	■	■	■	■	■	■			
912 Local Trans. Fund Administration	■		■	■	■	■	■	■			

920 Fresno County Rural Transit Agency Administration	■	■	■	■	■	■	■	■			
930 Fresno County Transportation Authority Administration	■	■	■	■	■	■	■	■			
940 Freeway Service Patrol		■		■	■		■	■			

Core MPO Planning Functions

FHWA and FTA advise all MPOs to explicitly identify core MPO planning functions in their Overall Work Programs (OWP). The work elements and tasks must provide sufficient detail (i.e. activity description, expected products, schedule, cost, etc.) to explain the purpose and results of the work to be accomplished during the program year. Further, the OWPs must clearly state how all activities and products mandated by the metropolitan transportation planning regulations in 23 CFR 450 conform to FHWA and FTA combined planning grant funding available to the region. (See 23 CFR 420.111 for documentation requirements for FHWA Planning funds).

The Core Functions can be found in 23 CFR 450, Subpart C, and typically include:

- Overall Work Program development and updating
- Public participation and education
- Updating and implementing the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- Annual project listing
- Amendments to the RTP and Federal Transportation Improvement Program
- Air quality conformity analysis
- Award, programming, and monitoring of federal, state and regional transportation funds
- Support for timely project delivery
- Data and technical planning assistance for local jurisdictions and agencies
- Regional transportation modeling, analysis, and monitoring
- Congestion Management Process (required for TMAs)

Regional Transportation Planning Work Elements

110 Regional Streets and Highways Planning

Objective

To maintain a continuing, cooperative, and coordinated regional streets and highways planning process that is responsive to local needs as well as state and federal requirements.

Discussion

Fresno COG has maintained an extensive program of streets and highways planning since 1970. In concert with modeling activities (WE 111) the transportation planning function has delivered a variety of planning analyses, studies and reports.

Types of planning activities may include, but are not limited to: identifying transportation corridors for which future projects may be needed in relation to land use development/population growth; identifying routes with high through-truck or high recreational usage that have an impact on local circulation; identifying and addressing the unique needs of non-metropolitan areas and their additional need for connectivity with the metropolitan area; analyzing existing and potential revenue sources; goods movement analysis; and integrating streets and highway projects with their intermodal partners (rail, air, bus, park & ride, etc.).

Fresno COG uses the major investment analysis methodology to conduct corridor and subarea studies. Specifically, when federal funds are involved, these studies are undertaken in a cooperative manner to identify both the design concept and scope of investment of any proposed project. Fresno COG emphasizes inclusive, cooperative, regional planning and consultation with local officials and the public in both the urban and non-metropolitan areas.

The studies will evaluate the value and cost-effectiveness of alternative investments or strategies, keeping local, state and national goals and objectives in mind and will include costs of reasonable alternatives and such factors as mobility improvements; social, economic, and environmental effects; safety; operating efficiencies; land use and economic development; financing; and long term operational/maintenance costs. Current projects include:

East Side Corridor Study
The Fresno Region Eastside Corridor Study will determine the future transportation needs of the eastern portion of Fresno County, focusing primarily on the major north-south/east west transportation corridors (Academy Avenue/Manning Avenue) that service the study area. This planning study will identify transportation projects that will likely serve as potential candidate projects for Measure C III.

Previous work completed

Blackstone/Shaw Activity Center Project
Completed in 2020, The Blackstone/Shaw Activity Center Project brought together community members, business and property owners, and local agency leaders to collectively inform and help shape design concepts to implement complete streets improvements that will increase the effective range of public transit and serve the needs of all roadway users, particularly pedestrians. Changes to the Blackstone/Shaw Avenue corridor are needed to create a walkable, transit-friendly environment to make infrastructure investments successful. The Blackstone/Shaw-Activity Center study evaluated mobility and access along a 0.75 mile segment of Blackstone Avenue from Barstow Avenue to Santa Ana Avenue and along a one-mile segment of Shaw Avenue from Maroa Avenue to Fresno Street. An extensive traffic impact study evaluated how additional traffic signals and development would affect level of service and queuing.

Mendocino (18th Ave)/State Route 99 Interchange & Mountain View/State Route 99 Interchange Safety and Capacity Study
This feasibility study provided Fresno Council of Governments, Tulare County Association of Governments, the City of Kingsburg, and the City of Selma near term, midterm, and long-term improvement alternatives for addressing safety and operational deficiencies at the State Route SR99/Mountain View and SR99/Mendocino (18th) Avenue interchanges. These interchanges were identified by the agencies as high priorities due to local developments that are planned and/or being constructed. This report will provide the agencies the necessary information to make planning level decisions that will address the needs at these two interchange locations.

State Route 198 (SR 198) Corridor Preservation and Improvement Strategic Plan
Fresno COG was a partnering agency along with Tulare County Association of Governments and Kings County Associated Governments in the State Route 198 (SR 198) Corridor Preservation and Improvement Strategic Plan. The study evaluated the corridor's safety and efficacy and established a set of performance measures to prioritize a list of recommended projects for incremental improvements. These initial steps will ultimately position the corridor for final design and for potential competitive funding while at the same time meeting the freight corridor requirements included in the Moving Ahead for Progress in the 21st Century (MAP-21) legislation and the FAST Act. Having current and detailed transportation data for SR 198 will enable the three MPOs to invest in highway improvements prudently in the future. This Plan was approved by the Fresno COG Policy Board in March 2016.

Transportation planning activities have focused primarily on problems related to major project delivery through Measure C. There is an ongoing effort to resolve circulation element inconsistencies that exist or develop within the plans of local agencies.

Products

1. Transportation corridor studies
2. Special transportation planning studies (ex: Operational Deficiencies and Highway/Local Road Interfaces, etc.)
3. East Side Corridor Study

Tasks

110.01 Study and evaluate possible corridors to support higher density mixed-use transit-oriented development
110.02 Conduct special transportation planning studies, as needed
110.03 Eastside Corridor Study - develop goals and objectives
110.04 Eastside Corridor Study - conduct public outreach
110.05 Eastside Corridor Study - transportation improvement recommendations
110.06 Eastside Corridor Study - public review
110.07 Eastside Corridor Study - presentations
110.08 Eastside Corridor Study - project management

110 Regional Streets and Highways Planning

Task Description		COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Streets & Highways Planning																
110.01 Study & evaluate possible TOD corridors		■		15	■	■	■	■	■	■	■	■	■	■	■	■
110.02 Special transportation planning studies		■	■	25	■	■	■	■	■	■	■	■	■	■	■	■
110.03 East Side Corridor Study – develop goals and objectives		■	■	5	■											
110.04 – East Side Corridor Study - conduct public outreach		■	■	15	■		■		■		■					
110.05 – East Side Corridor Study-transportation improvement recommendations		■	■	25	■	■	■	■								
110.6 – East Side Corridor Study - public review		■	■	5			■	■	■	■						
110.7 - East Side Corridor Study-presentations		■	■	5						■	■					
110.8 – East Side Corridor Study - project management		■	■	5	■	■	■	■	■	■	■	■				

110 Regional Streets & Roads

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	FHWA PL	LOCAL FUNDS
Salaries	10,822	16,183	16,811	16,811	
Benefits	3,844	5,077	5,118	5,118	
Overhead	2,829	14,819	14,131	14,131	
Total Staff Costs	17,495	36,079	36,060	36,060	0
Direct Costs					
Consultants	143,985	465,000	300,000	0	300,000
Total Direct Costs	143,985	465,000	300,000	0	300,000
TOTAL	161,480	501,079	336,060	36,060	300,000
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				4,136	

	Total	FHWA PL	LOCAL FUNDS
Consultants			
Eastside Corridor	300,000		300,000
Total Conultants	300,000	0	300,000

111 Regional Transportation Modeling

Objective

To maintain a continuing, cooperative, and coordinated regional transportation modeling process responsive to local needs as well as state and federal requirements.

Discussion

Fresno COG has maintained an extensive modeling program since 1970. Of continuing concern are state and federal requirements addressing the traffic model's use for air quality analysis and Sustainable Communities Strategies (SCS) development.

The traffic model has become the key tool to measure greenhouse gas (GHG) reduction for various land use and transportation strategies. Fresno COG has successfully transitioned from the four-step travel model to activity based model (ABM), which has been applied in Fresno COG's planning activities since early 2019. ABMs track individual and household characteristics throughout the day; trips are part of a larger tour and all trips are linked. ABMs are more sensitive to pricing, time, policies and demographic characteristics such as household income, allowing for greater spatial and temporal details, to better understand the impact of a built environment and accessibility on travel demand. Fresno COG made a significant investment in 2016/17 to update the ABM so that issues such as social equity, pricing and bike & pedestrian trip assignment can be better explored with the finer-grained, behavior-based model. The COG staff also runs the latest EMFAC emissions model in support of transportation conformity and GHG quantification.

Fresno COG helps coordinate Valleywide modeling activities and participates in the SJV model users group and Model Coordinating Committee.

Fresno COG staff also used Envision Tomorrow software to test various land use scenarios for SB 375 target setting and SCS development.

In addition, Fresno COG developed an Integrated Transport and Health Impacts Model (ITHIM) to estimate the health benefits from active transportation in Fresno County. The ITHIM model evaluates the health-related benefits of different transportation/land use scenarios based on the reduced number of vehicle miles traveled and increase in biking and walking activities. The ITHIM model was applied in the 2018 RTP/SCS process, and is an important tool for integrating public health with transportation planning.

Previous work completed

The Fresno ABM update was completed in early 2019 and tested for conformity and SB 375 compatibility. The ABM future-year 2035 was fine-tuned with the new growth and development, along with bike and pedestrian projects in the model's highway network.

Fresno COG, through its traffic model, has provided a visible and appreciated service to member agencies, Caltrans and the public. The traffic model has been used on a continuing basis to analyze major regional transportation systems, transportation corridors, and specific regional-scale, land-use development proposals. It was also used in Fresno COG's environmental justice analyses.

Fresno COG's SB 743 process used the ABM to establish a vehicle miles traveled (VMT) baseline and threshold for each of the 16 member jurisdictions. A VMT calculation tool was also developed based on the travel characteristics produced by the ABM. VMT maps were created for each of the member agencies to screen out projects in the low VMT areas. COG's ABM was applied in the City of Fresno's general Plan EIR update in 2019.

The traffic model was also used extensively in the City of Fresno's General Plan Circulation Element and its environmental impact report (EIR) Update. The COG model also played a major role in establishing the Regional Transportation Mitigation Fee (RTMF) program, which is part of the "Measure C Extension" program. The RTMF update was approved by both Fresno COG Policy Board and FCTA Board in December 2019.

To provide for a comprehensive understanding of transportation movements and effects between Fresno and Madera Counties, Fresno COG, the Madera County Transportation Commission (MCTC), the counties of Fresno and Madera, and the cities of Fresno and Madera conducted a joint study focusing on vehicular and alternative transportation mode traffic movements along the entirety of the State Route 41 and 99 corridors through both Fresno and Madera counties. The study better informed local decision-making bodies regarding commuter patterns and their economic impacts as these agencies continue discussions about development patterns. The study was also intended to improve the regional planning agencies' abilities to implement their SCSs.

The Fresno COG models were key in developing greenhouse gas emission reduction targets both in 2010 and 2018 for the California Air Resources Board (CARB) as outlined in SB 375, as well as in developing the SCS for the 2014 and 2018 RTPs. SB 375, the Sustainable

Communities and Climate Change Solution Act of 2008, requires the ARB to set greenhouse gas emission reduction targets for the 18 MPOs by collaboration with the regional agencies. Fresno COG worked closely with ARB staff, and recommended GHG reduction targets for the Fresno region, which were accepted by the ARB. The VMIP2 model was applied in developing the 2018 RTP/SCS.

Transportation Modeling Products

1. 2022 RTP/SCS scenario runs
2. Eastside Corridor Study transportation analysis
3. Reverse Triangle Study, aka, RTTAP, future traffic condition analysis
4. Select zone analysis for traffic impact studies
5. Model runs for transportation conformity analyses

Transportation Modeling Tasks

111.01 Conduct model runs for the 2022 RTP/SCS scenarios and evaluate the air quality, GHG, public health and other co-benefits of the scenarios.

111.02 Provide transportation modeling support for planning activities including conformity analyses and other studies, such as the corridor study and city general plan updates.

111.03 Maintain future year population and employment projections at traffic analysis zone (TAZ) level. At a minimum, projections are required for the 20-year planning horizon and intermediate planning years consistent with air quality planning requirements.

111.04 Provide traffic modeling data as basis for EMFAC air quality model runs in support of air quality planning activities and conformity determinations. The VMT and speed distribution data the model produces are critical input to EMFAC analyses to ensure future regional transportation project deliveries.

111.05 Conduct modeling runs for traffic impact studies for local developments and local general plan development. Traffic impact and project trip distributions are valuable products Fresno COG's traffic model can provide to local development community and member agencies.

111.06 Participate in activities related to coordination of traffic modeling activities on a Valleywide basis to include interaction with other Valley transportation planning agencies, the SJVAPCD and state and federal agencies as appropriate. Fresno COG will play the role of coordinator among the regional planning agencies to promote regional cooperation, information distribution, and technical assistance in the modeling context.

111 Regional Transportation Modeling

Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	EEB	MAR	APR	MAY	JUN
111.01 Conduct model runs for 2022 RTP/SCS	■		35						■	■	■	■	■	■	■
111.02 Support planning process	■		20	■	■	■	■	■	■	■	■	■	■	■	■
111.03 Maintain future year models	■		15	■	■	■	■	■	■	■	■	■	■	■	■
111.04 Provide input to EMFAC	■		10						■	■	■	■	■	■	■
111. 05 Traffic Impact Studies Modeling	■		15	■	■	■	■	■	■	■	■	■	■	■	■
111.06 Participate Valleywide	■		5	■	■	■	■	■	■	■	■	■	■	■	■

111 Regional Transportation Modeling

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	FHWA PL	LOCAL FUNDS
Salaries	255,806	191,161	183,319	183,319	
Benefits	90,870	64,601	64,189	64,189	
Overhead	66,864	178,265	159,494	159,494	
Total Staff Costs	413,540	434,027	407,002	407,002	0
Direct Costs					
Software Support & Maint	85,219	176,421	145,000	109,795	35,205
Total Direct Costs	85,219	176,421	145,000	109,795	35,205
TOTAL	498,759	610,448	552,002	516,797	35,205
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				59,277	

	Total	FHWA PL	LOCAL FUNDS
Software Support & Maint			
Program Customization	10,000	10,000	
Program Technical Support	60,000	60,000	
Activity Based Model	10,000	10,000	
City Labs Valley Wide Cube License	46,000	10,795	35,205
Server Upgrade	13,000	13,000	
Arcview GIS Maint	6,000	6,000	
Total Software Support & Maint	145,000	109,795	35,205

112 Regional Traffic Monitoring

Objective

To maintain the Fresno Regional Traffic Monitoring Program as a traffic information source for member agencies and the public, and as a validation tool for the countywide traffic model.

Discussion

The traffic monitoring program provides staff and equipment resources to maintain a continuing traffic monitoring program. The cities of Clovis and Fresno and Fresno County engage in traffic monitoring activities. Fresno COG staff is responsible for coordinating the work activities and for the annual traffic monitoring products.

The traffic monitoring program establishes a detailed traffic monitoring database that provides the sampling necessary to respond to federal Clean Air Act requirements. The traffic monitoring program is an important component of the periodic air quality finding, development of Sustainable Communities Strategies as required by SB375 and provides insight into transportation control measure performance.

Previous work completed

Traffic monitoring provides updated and consistent data on countywide traffic conditions. Fresno COG and its member agencies use this information for day-to-day operations, to maintain a calibrated traffic model, and as a basis for information forwarded to federal and state agencies.

In 2016, Fresno COG worked with City of Clovis, City of Fresno and Fresno County to review the traffic monitoring program and add count locations in City of Clovis and the smaller cities, standardizing the count data reporting format, and increasing the count duration as required by FHWA's traffic count guidelines. The updated traffic count locations and screen lines (imaginary lines across which traffic travels that help detect traffic flow variations) support Fresno COG's countywide transportation model.

Fresno COG has been collecting bike and pedestrian count in support of the activity-based model development. The addition of bike and pedestrian data will also enhance Fresno COG's active transportation planning process. Bike/pedestrian counts taken by the member agencies through the FHWA Bike/Pedestrian Count Pilot Program are reflected in Fresno COG's computer database and online portal of the traffic monitoring program, and shared with Fresno COG's member agencies.

Traffic Monitoring Products

1. Traffic counts, including bike/pedestrian counts from local governments
2. Computer database containing historical traffic monitoring information.

Traffic Monitoring Tasks

112.01 Maintain regional traffic monitoring program. This task includes coordination with local agencies to conduct traffic counts on pre-determined road segments of the regional roadway network to provide critical validation data in support of Fresno COG's model development.

112.02 Perform corridor monitoring, bicycle, pedestrian and vehicle counts as necessary to collect additional traffic data, complementing the monitoring project by providing more detailed traffic information in a variety of local planning efforts.

112.03 Distribute traffic count data for planning analyses. This task will make available any historical traffic count data to traffic analyses and business studies performed by local planning communities, developers, and the general public.

112.04 Coordinate with development of the Regional Active Transportation Plan and the Congestion Management Plan.

112.05 Continue to provide the bike/pedestrian portable counters to member agencies. The bike and pedestrian counters give local agencies and the planning communities the capability to monitor active transportation modes previously neglected by traditional automobile traffic counting programs.

112.06 Integrate Highway Performance Monitoring System (HPMS) count locations in Fresno COG's traffic count database. Fresno COG will support Caltrans' effort in collecting HPMS count data through the data reviewing and commenting process.

112.07 Synchronize the traffic monitoring program database with latest updates. This task involves regularly updating the traffic count database and maintaining count data and location information integrity among local agencies and Fresno COG staff.

112 Regional Traffic Monitoring

Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
112.01 Maintain monitoring program	■	■	25	■	■	■	■	■	■	■	■	■	■	■	■
112.02 Perform special counts	■		10	■	■	■	■	■	■	■	■	■	■	■	■
112.03 Distribute traffic count data for planning analyses	■		20	■	■	■	■	■	■	■	■	■	■	■	■
112.04 Coordinate ATP & CMP	■	■	25	■	■	■	■	■	■	■	■	■	■	■	■
112.05 Provide counters to member agencies	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
112.06 Integrate HPMS counts	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
112.07 Synchronize traffic database	■	■	5								■	■	■		

112 Regional Traffic Monitoring

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	FTA 5303	FHWA PL
Salaries	30,731	32,506	18,794	18,794	
Benefits	10,917	10,912	5,980	5,980	
Overhead	8,033	30,263	15,965	15,965	
Total Staff Costs	49,680	73,681	40,739	40,739	0
Direct Costs					
Equipment	13,362	50,000	50,000	50,000	0
Agency Pass Thru	228,467	237,200	237,200		237,200
Total Direct Costs	241,829	287,200	287,200	50,000	237,200
TOTAL	291,509	360,881	327,939	90,739	237,200
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				10,408	27,207

	Total	FTA 5303	FHWA PL
Equipment			
Traffic Counting Equipment	50,000	50,000	
Total Equipment	50,000	50,000	0
Agency Pass Through			
County Traffic Count Program	147,500		147,500
Fresno Traffic Count Program	80,200		80,200
Clovis Traffic Count Program	9,500		9,500
Total Agency Pass Through	237,200		237,200

114 Fresno County Intelligent Transportation System Architecture

Objective

To maintain the 2015 Intelligent Transportation System (ITS) Strategic Deployment Plan and Regional Architecture for Fresno County.

Discussion

An intelligent transportation system (ITS) uses sensing, analysis, control and communications technologies to improve the safety mobility and efficiency of ground transportation. These components include traffic signal control, freeway management, transit management, electronic fare payment, electronic toll payment, incident management, traveler information services, emergency management services and railroad grade crossing safety. The U.S. Department of Transportation (USDOT) has established the National ITS Architecture to provide a common structure for the ITS project design. The National Architecture describes what types of interfaces could exist between ITS components and how they exchange information and work together to deliver ITS user service requirements.

A regional ITS strategic deployment plan should include:

- A regional ITS architecture
- Description of the region
- Identification of participating agencies and stakeholders
- Operational concept, including roles and responsibilities of participating agencies and stakeholders
- Any agreements needed for operation
- Regional ITS vision, goals, and objectives
- System functional requirements
- Interface requirements and information exchanges with planned and existing systems
- Identification of applicable standards
- The sequence of projects necessary for implementation
- An ITS architecture maintenance and use plan

A regional ITS architecture illustrates and documents regional integration so that ITS project planning and deployment can take place in an organized and coordinated fashion. Once developed, any ITS project in the region that receives funding from the national highway trust fund must adhere to the regional ITS architecture.

Previous work completed

Fresno COG oversaw the Fresno County ITS Strategic Deployment Plan completed in winter 2015/16. The Plan built consensus on applying advanced technologies to allow all public agencies to better manage the existing transportation system over a 20-year timespan.

Fresno COG staff also coordinated with Caltrans to update the San Joaquin Valley 511 website, 511sjv.org. The website provides many features for the travelers of the San Joaquin Valley including public transit and rideshare information; links to bicycling, CHP and tourist information; real-time weather and traffic data; and links to all the MPOs in the San Joaquin Valley. The City of Fresno has hosted the server for the 511sjv site since its inception in 2010 – 5 years longer than agreed upon with the original MOU. In 2018, information from the 511sjv website was incorporated to the new Valley Rides website and the tie with the City of Fresno server was broken.

Products

1. Regional ITS architecture
2. Traveler information on the Fresno COG Valley Rides website
3. Statewide ITS architecture meetings
4. ITS webinars, training and workshops

Tasks

114.01 Maintain Regional ITS architecture
114.02 Continuing ITS education
114.03 Maintain the 511 portion of the Valley Rides website

114 Intelligent Transportation Systems															
Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
114.01 Maintain Regional ITS Architecture	■	■	35	■	■	■	■	■	■	■	■	■	■	■	■
114.02 Continuing ITS Education	■		60	■	■	■	■	■	■	■	■	■	■	■	■
114.03 Maintain the 511 portion of the Valley Rides website	■		5	■	■	■	■	■	■	■	■	■	■	■	■

114 Intelligent Transportation Systems

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	FTA 5303
Salaries	4,668	4,900	6,083	6,083
Benefits	1,658	1,623	2,020	2,020
Overhead	1,220	4,547	5,221	5,221
Total Staff Costs	7,547	11,070	13,324	13,324
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	7,547	11,070	13,324	13,324
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				1,528

115 Regional Transportation Mitigation Fee Program

Objective

To administer a Regional Transportation Mitigation Fee Program for Fresno County consistent with the requirements of Measure C.

Discussion

The Measure C half-cent sales tax measure established the Regional Transportation Program (RTP-MC), which included a tier 1 and 2 list of urban and rural street and road projects to offer greater mobility throughout the county. A minimum of 75 percent of State Transportation Improvement Program funds due to the Fresno County region is committed to the tier 1 program. Twenty percent of the program is funded through Regional Transportation Mitigation Fee (RTMF) revenues.

Previous work completed

- As of March 2020, new RTMF rates were implemented. Under the revised nexus calculation, the fee has increased approximately 36 percent for residential development and an average of 24 percent for commercial development.
- Fresno COG staff provided traffic analysis pertaining to infill development that provides direct access from residential and commercial development to and from transit.
- An RTMF Joint Powers agency was formed by the cities and County of Fresno.
- Staff developed an administrative manual to guide RTMF fee collections and associated issues.
- An RTMF Q&A appendix to the administrative manual is being maintained to clarify recurring RTMF situations.
- Worked with member agencies, the development community, and the public to understand and apply the RTMF to their respective projects.
- Implemented a right-to-appeal process for the RTMF
- During FY 2018/19 the total fees collected were $4,696,931.05.

Products

1. Regional Transportation Mitigation Fee Program.

Tasks

115.01 Administer the Regional Transportation Mitigation Fee Program.

115 Regional Transportation Mitigation Fee Program																
Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
115.01 Administrate Fee Program	■	■	100	■	■	■	■	■	■	■	■	■	■	■	■

115 Reg. Transportation Mitigation Fee

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	LOCAL FUNDS
Salaries	23,459	20,233	21,315	21,315
Benefits	8,333	7,241	7,818	7,818
Overhead	6,132	19,149	18,773	18,773
Total Staff Costs	37,924	46,623	47,906	47,906
Direct Costs				
Consultants	31,086	155,000	50,000	50,000
County Counsel	0	5,000	5,000	5,000
Program Audits	8,400		8,652	8,652
Total Direct Costs	39,486	160,000	63,652	63,652
TOTAL	77,410	206,623	111,558	111,558

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

	Total	LOCAL FUNDS
Consultants		
WSP	50,000	50,000
Total Consultants	50,000	50,000

116 National Park Transit Service

Objective

To plan and administer public transit services from Fresno to Yosemite National Park and reduce GHG emissions and congestion on major and local roads associated with single-occupancy vehicles traveling to/from Yosemite National Park from the Fresno area. This process includes the coordination efforts with multiple regional partners including: Merced County Association of Governments, the National Park Service; Madera County; Caltrans and multiple municipal jurisdictions along the serviced transit corridors.

Discussion

In 2014, Fresno COG staff was awarded $2,692,527 in CMAQ funding to begin operating the Fresno/Yosemite demonstration transit project. Local matching funds ($367,000) for this grant are provided by the San Joaquin Valley Air Pollution Control District. In addition, Fresno COG received a Sustainable Communities Planning Grant from Caltrans for $88,530 with $11,470 coming from Fresno COG's Local Transportation Funding. These funds were used to plan the project initially.

A round-trip ticket on YARTS has been s $30/person, but will increase to $34/person in 2020. However, the reduced rate for seniors, disabled persons, veterans and children 6-17 riding without an adult will still only be charged $20. Children 12 and under riding with an adult and children 5 and under ride for free. All tickets include the park entrance fee.

Previous work completed

Fresno COG contracted with Yosemite Area Regional Transportation System (YARTS) to provide service along SR 41 from Fresno to Yosemite National Park starting in May 2015. Fresno COG staff was able to secure additional funding, including Caltrans Rural Transit 5311(f) grants and $345,000 annually from Yosemite National Park. The schedule was trimmed to a summer only (mid-May to mid-September) service beginning in 2017. Once again YARTS was awarded a Federal Lands Access Program (FLAP) grant to provide free rides to all YARTS riders on days during 2019 when the National Park Service waives entrance fees.

Products

1. Transit service to/from major locations in Fresno and Yosemite National Park.
2. Provide fiscal management of YARTS services.

Tasks –National Park Transit Service Planning

116.01 Provide transit service to/from major locations in Fresno and Yosemite National Park via YARTS.
116.02 Provide fiscal management of YARTS transit service on SR 41.

116 National Park Transit Service Planning																			
Task Description	COG	CNTY	FRES	FCRTA	CLOV	YARTS	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MA	JUN
116.01 Provide transit service to/from major locations in Fresno and Yosemite National Park via YARTS	■					■	25	■	■	■	■	■	■	■	■	■	■	■	■
116.02 Provide fiscal Management and oversight of YARTS transit service on SR 41.	■					■	75	■	■	■	■	■	■	■	■	■	■	■	■

116b Fresno - Yosemite National Park Transit Service

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	FTA 5311(f)	FTA 5307	LOCAL FUNDS
Salaries	5,401	5,348	5,525			5,525
Benefits	1,919	1,774	1,886			1,886
Overhead	1,412	4,964	4,775			4,775
Total Staff Costs	8,731	12,086	12,186	0	0	12,186
Direct Costs						
Consultants	604,642	695,500	747,500	120,000	413,131	214,369
Total Direct Costs	604,642	695,500	747,500	120,000	413,131	214,369
TOTAL	613,373	707,586	759,686	120,000	413,131	226,555
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%						

	Total	FTA 5311(f)	FTA 5307	LOCAL FUNDS
Consultants				
YARTS Operations	747,500	120,000	413,131	214,369
Total Consultants	747,500	120,000	413,131	214,369

117 Golden State Corridor Study

Objective

To revitalize the Corridor, improve economic development and safety for commercial purposes and the traveling public.

Discussion

The study area is along Golden State Boulevard, a 14.1 mile stretch of old State Route 99 generally from American Avenue to the Mission Street in Kingsburg. The project's multijurisdictional impact includes the cities of Fowler, Selma, and Kingsburg, and unincorporated areas. The scope includes: community planning, an economic analysis, infrastructure improvements, pavement rehabilitation, drainage facilities, traffic signals, bicycle lanes, pedestrian/bicycle paths, landscaping, and other hardscape improvements.

To ensure consistent improvement throughout the project, the cities have requested Fresno COG oversee the design phase as a single project and Fresno County Transportation Authority (FCTA) bid and construct the project. During the construction phase, Fresno County will be the implementing agency.

Previous work completed

Fresno COG along with the Fresno County Transportation Authority, the County of Fresno, and the cities of Selma, Fowler and Kingsburg, signed cooperative agreements and developed an amended scope incorporated into the request for proposals for the final engineering design plans. One-hundred percent, specifications and estimates have been completed. Public meetings have been held to elicit feedback from local elected officials and the public.

Products

1. Final plans, specifications and estimates
2. Agreements with Union Pacific Railroad
3. Designs for improvements at rail crossings
4. Bidding assistance
5. Construction support
6. Public outreach

Tasks

117.01 Stakeholder meetings
117.02 Agency coordination
117.03 Staff coordination
117.04 Railroad coordination & agreements
117.05 Permitting
117.06 Final plans, specifications and estimates bid documents
117.07 Construction cost estimate
117.08 Bidding assistance
117.09 Construction support

117 Golden State Corridor Study

Task Description (TBD)	COG	CONSULT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
117.01 Stakeholder Meetings	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■
117.02 Agency Coordination	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
117.03 Staff Coordination	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
117.04 Railroad Coordination & Agreements	■	■	10	■	■	■	■								
117.05 Permitting	■	■	2	■	■	■									
117.06 Final Plans, Specifications and Estimates Bid Documents	■	■	15	■	■										
117.07 Construction Cost Estimate	■	■	10	■											
117.08 Bidding Assistance	■	■	25	■	■	■	■	■	■	■	■	■	■	■	■
117.09 Construction Support	■	■	25	■	■	■	■	■	■	■	■	■	■	■	■

117 Golden State Corridor

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	LOCAL FUNDS
Salaries	23,283	20,105	16,650	16,650
Benefits	8,271	6,860	5,791	5,791
Overhead	6,086	18,795	14,461	14,461
Total Staff Costs	37,640	45,760	36,902	36,902
Direct Costs				
Consultants	606,366	1,842,182	500,000	500,000
Agency Pass Thru	0	300,000	200,000	200,000
Total Direct Costs	606,366	2,142,182	700,000	700,000
TOTAL	644,006	2,187,942	736,902	736,902

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

	Total	LOCAL FUNDS
Consultants		
Mark Thomas	500,000	500,000
Total Consultants	500,000	500,000
Agency Pass Through		
GSC Member Agencies	200,000	200,000
Total Agency Pass Through	200,000	200,000

120 Regional Public Transportation Planning

Objective

Carry on the continuing public transportation planning process to satisfy Federal Transit Administration requirements under the Fixing America's Surface Transportation (FAST) Act, the Alquist-Ingalls Act (AB-402, 1977) and AB-120 (Statutes of 1979); the Social Service Improvement Act (AB-120, 1979); the Mello Act (SB-157, 1985); the Specialized Transportation Services Act (SB-826, 1988); the Federal Clean Air Act Amendments; the 1988 California Clean Air Act and the Americans With Disabilities Act of 1990 (Public Law 101-336); and the Measure C Expenditure Plan.

Discussion

Fresno COG will continue extensive public transportation planning and monitoring to comply with federal and state requirements and to implement Measure C's public transit elements. Work activities include both short-range and long-range planning tasks. The public transportation operators are involved in virtually all aspects of the COG's planning efforts, so the cooperative process and intermodal considerations, as well as public participation are assured, as the FAST Act requires. Financial analysis and financial planning will be incorporated in all studies.

Fresno County Rural Transit Agency (FCRTA) exists as an administrative, planning, and implementation support umbrella to the subsystems represented in the Joint Powers Agreement constituting it. Fresno COG has also designated a Rural Consolidated Transportation Service Agency pursuant to its updated Fresno County Coordinated Public Transit-Human Services Transportation Plan. The annual edition of the Operations Program and Budget summarizes their specific activities.

Previous work completed

COG staff contracted part time (80 percent) to the City of Fresno Department of Transportation/FAX continue to work with the City of Fresno's Development and Resource Management Department to assess transit-friendly development guidelines recommended in the Public Transportation Infrastructure Study (PTIS) and Bus Rapid Transit (BRT) Master Plan, and to review development proposals to encourage transit friendly development. Additionally, COG/FAX staff participated in the City of Fresno's General Plan update, Southwest Fresno Specific Plan and West Fresno Specific Plan, and other surrounding neighborhoods' community plans.

In addition, COG/FAX staff completed the Title VI Service Equity Analysis for new service to be implemented in January 2019. A Title VI Fare Equity Analysis followed the service analysis as required by FTA prior to implementing a Smart Card fare system.

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COG/FAX staff completed the Fresno Clovis Urbanized Area Public Transportation Strategic Service Evaluation that examined metro travel patterns through extensive origin and destination studies, transit ride checks and transfer studies, and pubic and stakeholder input, with a goal of reducing transit travel times and improving linkages to major trip generators.

Staff continues to educate large employers and community groups though site visits and assistance with transit travel training. Public information products are routinely updated and corrected to ensure accurate and timely information. Staff participated in nearly 20 outreach programs within the metropolitan area in 2019. At all of these programs, staff provides information and education about public transit services in Fresno County.

Products

Required Reports

1. Regional Transportation Plan (RTP) Public Transportation Element.
2. Short-Range Transit Plan (SRTP) for the Fresno-Clovis Urbanized Area
3. Short-Range Transit Plan (SRTP) for Rural Fresno County (every 2 years).
4. FAX Facilities Standards Document
5. Consolidated Transportation Services Agencies (CTSA) Operations Program and Budget (OPB) for the Fresno-Clovis Metropolitan Area.
6. Consolidated Transportation Services Agency (CTSA) Operations Program and Budget (OPB) for Rural Fresno County
7. Environmental impact assessments.
8. Transit Asset Management Plan (TAM).
9. Long Range Transit Plan (LRTP) with FCOG.
10. Triennial Performance Audit (every 3 years).

Technical Process and Studies

1. Coordinate development proposal reviews with other City departments.
2. Conduct the Fresno COG "Social Service Transportation Advisory Council" meetings (PUC 99238.5).
3. Fresno COG "Unmet Transit Needs staff report" update.
4. Coordinate with the Air District to undertake transportation control measures.
5. Conduct fixed-route and paratransit rider satisfaction surveys.
6. Coordinate the FAX Public Information and Outreach Program.
7. Coordinated BRT service.
8. Special rural transit studies to respond to unmet transit needs comments.
9. Coordinate and assist in developing a Transit Asset Management Plan
10. Transit Service Evaluation and Monitoring
11. Annual FTA National Transit Database Report (NTD).
12. Annual Transit Productivity Evaluation Report.
13. Coordinate Long-Range Transit Plan (LRTP) efforts for report.

Tasks

Required Reports

120.01 Update FAX's five-year capital program.
- a. Evaluate FAX's five-year capital program and ensure consistency with RTP and FAX Fleet Plan.
- b. Ensure that proposed programs are in compliance with federal and state legislation (FAST Act, TDA and AB 2766).

120.02 Update the Short-Range Transit Plan for the Fresno-Clovis Urbanized Area.
- a. Coordinate with FCMA transit service providers.
- b. Analyze current data related to demographic trends, operating performance and budget.
- c. Incorporate updated information into capital improvement program.

120.03 Update the CTSA Operations Program and Budget (OPB) for the Fresno-Clovis Metropolitan Area (FCMA).
- a. Coordinate with contracted paratransit service provider to secure required documentation.
- b. Continue to refine the CTSA process in the FCMA.
- c. Continue to better coordinate social service transportation.

120.04 Undertake environmental assessments as appropriate, as well as alternative analysis if indicated.
- a. Undertake preliminary assessment of environmental effects of urban public transportation planning reports.
- b. Conduct re-assessment of environmental effects on rural public transportation planning reports
- c. Prepare alternative analysis and/or environmental impact reports and conduct public hearings, as required.

120.05 Rural Public Transportation Planning.
- a. Special Rural Transit Studies
  - (1) Staff time devoted to consultant contracts in coordination with FCOG.
  - (2) Review comments submitted at annual "Unmet Transit Needs" public hearings to determine special rural transit studies. Evaluate current and projected data.
  - (3) Evaluate proposals to expand, reduce or modify service as expressed through the citizen participation and environmental justice process; develop service alternatives as warranted; present draft and final recommendation, review with member agency staff and advisory committees and revise as necessary, finalize implementation schedules and financial commitments.
  - (4) Identify follow-up strategies to ensure timely and systematic plan implementation by the rural transit operator.
  - (5) Coordinate and consult with the tribal governments. Document tribal government-to-government relations.
- b. COG staff to support the Social Services Transportation Advisory Committee

120.06 Agricultural Industries Transportation Services (AITS)
- a. Review how to help meet farm workers' transportation needs

120.07 Social Service Transportation Planning.
- a. Refine the Consolidated Transportation Service Agency's (CTSA's) process in rural Fresno County.
  - (1) Continue providing transportation planning technical assistance to the Fresno Economic Opportunities Commission and the Fresno County Rural Transit Agency, designated Consolidated Transportation Service Agency (CTSAs) for rural Fresno County to bring additional social service agencies into CTSA.
  - (2) Provide evaluation data for annual productivity evaluation process.
  - (3) Review current operations program and budget and its relationship to other technical studies and documents related to rural transportation service including proposals for service expansion/deletion or modification by operators and interested citizens; prepare the annual FY 2020-21 productivity evaluation draft and final report; and continue to respond to 2018-19 Triennial Performance Evaluation recommendations; review with Fresno County staff and advisory committees and revise as necessary, conduct public hearings and adopt document.

Technical Process and Studies

120.08 Coordinate review of development proposals.
- a. Evaluate development proposals for regulatory compliance.
- b. Identify transit supportive infrastructure and amenities appropriate for proposed development.

120.09 Conduct Fresno COG's "Social Service Transportation Advisory Committee" meetings.

120.10 Prepare Fresno COG's "Unmet Transit Needs Staff Report" and conduct public hearing.

120.11 Coordinate air quality planning efforts with the COG as related to transit.
- a. Coordinate with COG and the air district in implementing TCMs relating to public transit.
- b. Coordinate with COG and the air district in formulating trip reduction strategies.

120.12 Conduct fixed-route and paratransit passenger and non–rider surveys.
- a. Develop service and training recommendations based on passenger survey results.

120.13 Implement the FAX public information and community outreach program.
- a. Coordinate community outreach and public information program.
- b. Prepare and update passenger information pieces.
- c. Prepare and publish FAX fixed-route maps and schedules.
- d. Update FAX web site.
- e. Develop and implement FAX branding campaign.

120.14 Coordinate long-range transit planning with the PTIS and FCMA strategic service evaluation recommendations.
- a. Coordinate FAX Bus Rapid Transit Plan

120.15 Regional transit coordination

120.16 Develop FAX's FTA National Transit Database Report.
- a. Conduct NTDB surveys on a continuous basis.
- b. Update NTDB Report.
- c. Coordinate Annual NTDB Audit.

120.17 Coordinate with the transit agencies on a Transit Asset Management Plan

Transit Service Evaluation and Monitoring

120.18 Prepare annual Transit Productivity Evaluation Report.
- a. Coordinate with other social service transportation providers to evaluate service within the county.
- b. Present report to Social Services Transportation Advisory Council for review and comment.
- c. Update AB 120 Action Plan

120 Regional Public Transportation Planning

Task Description	COG	FCRTA	FCEOC	FAX	CLOV	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
120.01 Update 5-Yr. Capital Program				■			2									■	■	■	
120.02 Update SRTP	■			■	■		10									■	■	■	■
120.03 Update CTSA OPB			■				8						■	■					
120.04 Undertake EA as appropriate	■	■		■		■	2										■	■	■
120.05 Rural Public Trans. Planning	■	■		■			15		■			■		■	■	■	■	■	■
120.06 ATIS Support		■					5	■	■	■	■	■	■	■	■	■	■	■	■
120.07 Social Services Trans. Planning		■					8	■	■	■	■	■	■	■	■	■	■	■	■
120.08 Review Development Proposals				■			15	■	■	■	■	■	■	■	■	■	■	■	■
120.09 Conduct SSTAC		■	■	■			5		■			■		■	■	■	■	■	■
120.10 Unmet Needs Report		■		■			5								■	■	■	■	■
120.11 Coordinate Air Quality Planning				■			2	■	■	■	■	■	■	■	■	■	■	■	■
120.12 Passenger Surveys	■			■			2	■	■	■	■	■	■	■	■	■	■	■	■
120.13 Community Outreach Program				■			5												
120.14 Long-Range Planning	■			■			5	■	■	■	■	■	■	■	■	■	■	■	■
120.15 Regional Transit Coordination	■	■		■			2	■	■	■	■	■	■	■	■	■	■	■	■
120.16 Develop NTDB Report				■			2	■	■	■	■	■	■	■	■	■	■	■	■
120.17 Transit Asset Management		■	■	■			2	■	■	■	■	■	■	■					
120.18 Transit Productivity Report							4												

120 Public Transportation - Urban

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	FTA 5307	LOCAL FUNDS
Salaries	172,308	175,159	184,435	145,995	38,440
Benefits	58,712	62,968	67,770	53,622	14,148
Overhead	0	0	1,730		1,730
Total Staff Costs	231,020	238,127	253,935	199,617	54,318
Direct Costs					
Grant Specific Travel	1,330	3,000	3,000	2,400	600
Agency Pass Thru	50,000	50,000	50,000		50,000
Total Direct Costs	51,330	53,000	53,000	2,400	50,600
TOTAL	282,350	291,127	306,935	202,017	104,918

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

	Total	FTA 5307	LOCAL FUNDS
Agency Pass Through			
	50,000		50,000
Total Agency Pass Through	50,000	0	50,000

121 Fresno COG-Administered Federal Transit Administration (FTA) Grant Programs: Section 5310, Section 5316 (JARC) and Section 5317 (New Freedom)

Objective

The Human Services Transportation Coordination (HSTC) work elements aim is to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that public and non-profit agencies coordinate transportation resources provided through multiple federal programs.

Discussion

Federal transit law, as amended by SAFETEA-LU, required that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Section 5316-Job Access and Reverse Commute (JARC), and Section 5317-New Freedom programs be derived from a locally developed, coordinated public transit-human services transportation plan and that the plan be developed through a process that includes participation by seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers and other members of the general public. MAP-21 repealed the JARC and New Freedom programs but retained the Section 5310 program, renaming it The Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310), and continued the requirement for a coordinated plan.

The HSTC provisions include the following activities:

- Require a locally developed Coordinated Public Transit-Human Services Transportation Plan for FTA human service transportation programs, such as Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)
- Require the plan to be developed by a process that includes representatives of public, private and nonprofit transportation and human services providers and participation by the public.

The HSTC provisions encourage federal funding coordination by permitting funding from other non-DOT programs to match fund requirements for transportation services.

Changes within MAP-21 also included providing MPOs in large UZAs the opportunity to become the designated recipient for the Federal Transit Administration Section 5310 program. Fresno Council of Governments administers the 5310 program for the Fresno Urbanized Area. Under MAP-21 this program no longer provides a single apportionment to the state; however, it now provides apportionments specifically for large urban areas. Under the section 5310 formula, funds are allocated using the American Community Survey five-year data set on seniors (i.e., persons 65 and older) and people with disabilities.

Previous work completed

- Maintained the FTA Section 5310 Grant Program
- Administered existing FTA Section 5317 grants
- Fresno COG staff procured 17 vehicles for successful 5310 applicants.
- Fresno COG staff developed the Fresno COG Section 5310 Program Management Plan and Grant Application.
- Fresno COG staff also coordinated the update to the *Coordinated Public Transit-Human Services Transportation Plan.*

Products

1. FTA Section 5310, 5316 and 5317 grant management
2. Notice of funding availability
3. FTA Section 5310 grant vehicles

Tasks

121.01 Oversee and administer Fresno COG FTA Section 5317 grants
121.02 Notifying eligible local entities of funding availability
121.03 Oversee and administer FTA Section 5310 funds
121.04 Procure FTA Section 5310 vehicles for successful applicants
121.05 FTA Section 5310 application review and scoring
121.06 Project selection
121.07 Project monitoring
121.08 Asset management and property disposition

121 Public Transit - Human Services Transportation – 5310/5316/5317														
Task Description	COG	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
121.01 Administer previously allocated 5317 Grants	■	20	■	■	■	■	■	■	■	■	■	■	■	■
121.02 Notifying eligible local entities of funding availability (Section 5310)	■	1	■	■	■	■								
121.03 Oversee and administer 5310 funds	■	20	■	■	■	■	■	■	■	■	■	■	■	■
121.04 Procure 5310 vehicles for successful applicants	■	10	■	■	■	■	■	■	■	■	■	■	■	■
121.05 Application review and scoring (Section 5310)	■	10			■	■	■							
121.06 Project selection (Section 5310)	■	6					■	■						
121.07 Project monitoring (Section 5310)	■	30	■	■	■	■	■	■	■	■	■	■	■	■
121.08 Asset management and property disposition (Section 5310)	■	3	■	■	■	■	■	■	■	■	■	■	■	■

121 FTA JARRC & New Freedom

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	FTA 5310	FTA 5316/5317	LOCAL FUNDS
Salaries	20,079	16,811	20,401			20,401
Benefits	7,133	5,653	7,094			7,094
Overhead	5,248	15,657	17,718			17,718
Total Staff Costs	32,461	38,121	45,213	0	0	45,213
Direct Costs						
FTA 5316 JARRC	21,962	124,438	0		0	0
FTA 5317 New Freedom	329,838	611,248	570,664		567,545	3,119
FTA 5310	513,142	1,431,538	892,767	828,509	0	64,258
Total Direct Costs	864,942	2,167,224	1,463,431	828,509	567,545	67,377
TOTAL	897,403	2,205,345	1,508,644	828,509	567,545	112,590
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				114,296	110,390	

FTA 5310	Total	FTA 5310	Match
FAX 3 Buses	321,288	257,030	64,258
FEOC 3 Buses	257,030	257,030	
UCPCA 3 Bus	257,030	257,030	
WestCare of Cal 1 Minivan	57,419	57,419	
Total	892,767	828,509	64,258

FTA 5317 New Freedom	Total	FTA 5317	Match
FAX Bus Stop Improvements	10,134	8,445	1,689
FAX Braille Signs	8,580	7,150	1,430
FAX Improve 14 Bus Stops	327,475	327,475	
FAX Improve 13 Bus Stops	224,475	224,475	
Total	570,664	567,545	3,119

142 Regional Sustainable Infrastructure Planning Program Cycle II

Objective

Using funding from the 2018-19 SB 1 Sustainable Communities Formula grant, encourage regional planning projects that help implement the RTP/SCS and address disadvantaged communities' needs through a competitive process.

Discussion

During the 2014 RTP planning process, community stakeholders discussed a Sustainable Planning and Infrastructure Program to further complement RTP/SCS goals. SB 1, the Road Repair and Accountability Act of 2017, will allow for a reliable source of funds to carry out this program.

CalEnviroScreen 3.0 identifies 13 of the region's 15 incorporated cities, as well as most of unincorporated Fresno County, as disadvantaged communities. In total, 67.6 percent of Fresno County's population, a total of 628,720 residents, falls within this classification. The regional sustainable infrastructure planning program will prioritize planning projects that benefit areas that are the most health burdened based on our region's health priority index, as well as projects that fall within an economically disadvantaged community based on the program criteria. This criteria is consistent with the overarching objectives of health, sustainability and social equity, as well as the Smart Mobility Principles that include health and safety, environmental stewardship, and social equity.

The Fresno County Rural Transit Agency (FCRTA) was awarded funding for an analysis and operational plan for rural transit services. FCRTA's study/operational plan will look into the feasibility of expanding FCRTA's rural transit service throughout Fresno County as well as creating a regional network of rural transit services. The plan will promote reliable and efficient mobility, meet GHG reduction goals and preserve the transportation system of Fresno County. FCRTA's proposed expanded rural transit service will utilize zero emission vehicles (ZEV) and reduce greenhouse gas emissions in Fresno County. Improved air quality would contribute to the State's greenhouse gas emission reduction targets and operating zero emission vehicles will help meet the Governor's 2025 ZEV goals as listed in the California Transportation Plan 2040. This plan will also increase accessibility to transit service for residents of disadvantaged communities in Fresno County and will promote social equity for this area of need.

This program is funded by SB 1 planning grant (formula). The grant starts in FY 2019-20 and will expire Feb. 28, 2022.

Previous Work

Under Cycle II of the Regional Sustainable Infrastructure Planning Program, Fresno COG held subcommittee meetings to develop regional guidelines and final criteria; coordinated with Caltrans to ensure the program meets Caltrans requirements and; selected FCRTA's analysis and operational plan for rural transit services. A request for proposals was released and a contract was awarded and executed with Walker Consultants to conduct the study. Kick-off meetings and touch base meetings have been held to ensure project remains on schedule.

Products

1. Public involvement plan
2. Operational plan for expansion of FCRTA rural transit services
3. Operational plan for regional rural transit service
4. Draft report
5. Final report

Tasks

142.01 Project management - The project manager and consultant will hold monthly project coordination meetings.

142.02 Public involvement plan – the public involvement plan will ensure community stakeholders and residents are well engaged and informed about the project. This includes community outreach, workshops, one on one small group contacts, and media relationships.

142.03 Analysis and operating plan for rural transit service – this includes discussions and identifying project issues

142.04 Existing conditions review – review existing studies and reports to see how the plan can build upon the knowledge already developed in the area along with input already provided by the community.

142.05 Develop operational plan for expansion of FCRTA rural transit services – develop a set of service performance standards for the service and formulate a detailed operational plan. This also includes service delivery options, and an electric vehicles strategy, and service performance standards.

142.06 Develop operational plan for regional rural transit service – this includes service delivery options, EV operational strategy and service performance standards.
142.07 Explore funding options – identify costs of implementation, existing funding and additional needed to fill gaps for capital, operations and maintenance.
142.08 Draft report – review, comment and revise draft report
142.09 Final report – to be adopted by FCRTA and FCOG Board

142 Regional Sustainable Infrastructure Planning Program Cycle II																
Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
142.01 Project management	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
142.02 Public involvement plan		■	10		■	■	■	■	■						
142.03 Analysis and operating plan for rural transit		■	5	■	■										
142.04 Existing conditions review		■	10	■	■										
142.05 Develop operational plan for expansion of FCRTA rural transit services		■	25			■	■	■							
142.06 Develop operational plan for regional rural transit		■	25			■	■	■							
142.07 Explore funding options		■	10						■	■	■				
142.08 Draft report		■	0												
142.09 Final report		■	0												

142 FCRTA Rural Operational Plan

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	RMRA 2018/19	LOCAL FUNDS
Salaries	0	408	0		
Benefits	0	119	0		
Overhead	0	368	0		
Total Staff Costs	0	895	0	0	0
Direct Costs					
Consultants	20,294	140,262	15,000	13,280	1,720
Total Direct Costs	20,294	140,262	15,000	13,280	1,720
TOTAL	20,294	141,157	15,000	13,280	1,720
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	RMRA 2018/19	LOCAL FUNDS
Consultants			
Walker Inc.	15,000	13,280	1,720
Total Consultants	15,000	13,280	1,720

143 Reverse Triangle Study

Objective

Fresno COG, in partnership with City of Fresno and County of Fresno, received a planning grant from Caltrans to study the impact from the distribution centers in the Reverse Triangle area located east of State Route (SR) 41 and west of SR 99, bounded at the north by Church Avenue and the south by Adams Avenue. The study will recommend multi-modal strategies to mitigate the impacts.

Discussion

The project area is located within a disadvantaged community defined by the CalEnviro Screen 3.0. According to the CalEnviroScreen (CES) 3.0, the City of Fresno is one of the most disadvantaged areas in the state. Four of the Census tracts in the City rank in the top ten statewide. Fresno County is also considered a disadvantaged community per CES 3.0. Disadvantaged communities suffer disproportionate air quality, environmental and health burdens, which are compounded by economic challenges. Due to this disadvantaged status, the need for economic revitalization is fundamental to future prosperity.

This project supports state sustainability initiatives by examining sustainable transportation options, complete street needs and multimodal alternatives to effectively move people and goods through the industrial triangle. Environmental justice and disadvantaged communities will be engaged at community meetings throughout the planning process, which is a priority at state and local levels. The project will support a thriving economy with an integrated multi-modal transportation system that addresses public health and environmental issues, which is consistent with the overarching theme of the California Transportation Plan (CTP) 2040. The project will study the public health impacts on the disadvantaged communities nearby, which supports the 2017 RTP Guidelines in its efforts to promote public and health equity. The project will also further the State's greenhouse gas emission reduction goal by providing job access to low-income families through clean transportation options such as electric buses, biking, walking, carpool and van pool programs.

Amazon recently completed a large e-commerce fulfillment center at Orange and Central avenues. Ulta Beauty built a similar distribution center at East and Central avenues. The two combined are expected to produce 3,000 new jobs for the Fresno region. The new jobs in the Reverse Triangle area will contribute to the Fresno region's economic development while also bringing serious challenges to the area's transportation systems from commute and commercial traffic.

This study will convene regional partners such as Caltrans, City of Fresno, Fresno COG, Fresno County, FAX, FCRTA, and other small cities in the County and identify multi-modal strategies to mitigate commute and freight traffic impacts of the on state, regional and local facilities, and establish a connected and coordinated transportation system to move people and goods efficiently in the area.

This project is funded by Caltrans' Sustainable Communities (competitive) grant. The grant was awarded in FY 18-19, and will expire on Feb. 28, 2021.

Previous Work

GHD will conduct the study and develop a plan for the study area. Existing condition assessment has been completed, which includes review of existing plans/studies, data collection for critical intersections and roadways, plan line data collection, safety analysis based on available crash data, etc. A workshop has been conducted to collect input from the business and residents. Phone interviews have also been conducted with major business players regarding issues in the area.

Products

- Future roadway condition analysis
- Crash reduction analysis
- Air quality impact analysis
- Smart mobility framework analysis
- Transportation improvement recommendation
- Funding recommendation
- Final report
- Final presentation to TTC, PAC and Policy Board

Tasks

143.01 Conduct future roadway condition analysis

143.02 Conduct crash reduction analysis
143.03 Conduct air quality impact analysis
143.04 Conduct smart mobility framework analysis
143.05 Public outreach
143.06 Transportation improvement recommendation
143.07 Final report
143.08 Final presentation to TTC, PAC and Policy Board

143 Reverse Triangle Study

Task Description	COG	CONSLT	% of Work	FY 2020-21 JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
143.01 Roadway condition analysis		■	10	■	■	■	■	■	■	■					
143.02 Crash reduction analysis		■	15	■	■	■	■	■	■	■					
143.03 Air quality impact analysis		■	10	■	■	■	■	■	■	■					
143.04 Smart mobility framework analysis		■	15	■	■	■	■	■	■	■					
143.05 Public outreach		■	15	■				■		■					
143.06 Transportation improvement recommendation		■	20				■	■	■	■					
143.07 Final report		■	10									■	■	■	■
143.08 Presentation to TTC, PAC & Board	■	■	5										■	■	

143 Reverse Triangle Study

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	State SPR	LOCAL FUNDS
Salaries	2,186	3,078	1,494		1,494
Benefits	776	893	444		444
Overhead	571	2,768	1,249		1,249
Total Staff Costs	3,534	6,739	3,187	0	3,187
Direct Costs					
Consultants	58,425	237,511	118,756	95,005	23,751
Agency Pass Thru		10,768	10,768		10,768
Total Direct Costs	58,425	248,279	129,524	95,005	34,519
TOTAL	61,959	255,018	132,711	95,005	37,706
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	State SPR	LOCAL FUNDS
Consultants			
GHD	118,756	95,005	23,751
Total Consultants	118,756	95,005	23,751
Agency Pass Thru			
City of Fresno	5,384		5384
County of Fresno	5,384	0	5,384
Total Agency Pass Thru	10,768	0	10,768

144 Fresno County Regional Electric Vehicle Charging Infrastructure Network Plan

Objective

Fresno COG and Fresno County Rural Transit Agency will conduct an assessment of the region's public and transit electric vehicle charging infrastructure. The Regional Electric Vehicle Charging Infrastructure Network Plan requires robust public engagement to develop a coordinated plan connecting the region to the statewide network, map current and planned chargers, provide prioritized site locations and identify funding for future deployment of chargers in Fresno County. Strategic regional planning will help to avoid conflicts with a duplicate or lack of charging sites and ensure that disadvantaged communities receive an equable benefit in accessing charging infrastructure.

This project is funded by the SB 1, Road Maintenance & Rehabilitation Account - Caltrans Sustainable Communities Competitive Grant FY 2018-19, and expires February 28, 2021.

Discussion

Governor Brown's Executive Order B-16-2012 established a goal to get 1.5 million electric vehicles (EV) on the road by 2025. The State Legislature has passed a series of bills and laws to support EV use. Assembly Bill 1092 required state agencies to set standards for installing charging outlets in apartment commercial buildings. SB 359 funded four programs that encourage green vehicle purchases, including $20 million for the Clean Vehicle Rebate Project. The Governor's 2016 ZEV Action Plan, the 2017-18 State Budget, and Senate Bill 1, prioritized locations along highway corridors consistent with California Energy Commission guidance, such as Interstates 5, 15 and 80, State Route 99, and U.S. Highways 101 and 395. Both Interstate 5 and 99 traverse Fresno County.

Fresno COG in partnership with Fresno County Rural Transit Agency will conduct an assessment to address deficiencies of the region's public and transit electric vehicle charging infrastructure network, with an emphasis in disadvantaged communities in the Fresno region. The plan will identify gaps and site locations to inform the prioritization of deploying future infrastructure investments. The plan will include a robust effort to engage all stakeholders currently funding and/or deploying EV chargers to help shape the development of a collaborative Regional EV Charging Network Plan.

In Fresno County, new EV charging station infrastructure can be installed at many public facilities such as libraries, parks, and schools. This plan will include a site suitability analysis to locate appropriate areas for EV charging stations. The site analysis will develop site criteria for investment, prioritization for the charging stations, and develop multiple tiers of prioritized charging locations as identified in the gap analysis. The final report will include cost estimates for each tier of the prioritized charging locations and identify potential funding sources for EV charging infrastructure.

Public outreach will emphasize strategies to engage: disadvantaged communities in both the urban and rural communities; focus groups with EV drivers to gather data related to routes, needs and charging locations and; hold one-on-one meetings with agencies funding and deploying EV charging infrastructure. The plan will follow additional strategies to actively engage environmental justice populations and persons with limited English proficiency, which include translation of material, live interpretation at meeting, hosting evening events or attending social and civic events where EJ communities gather.

Previous Work

The project team, including: FCOG, FCRTA, Caltrans and AECOM, held a project kick off meeting, established a working group as the project steering committee, held stakeholder focus groups and one on one meetings. An outreach plan was developed and approved by the steering committee. Implementation of the outreach plan will continue through the entire project. Preliminary EV adoption modeling and forecasts were presented along with an assessment of existing infrastructure and programs.

Products

- Continued public outreach
- Final Assessment and map of existing and planned units
- Gap Analysis
- Siting criteria and location prioritization
- Cost estimates and funding matrix
- Draft and Final Plan

Tasks

144.01 Public Outreach
144.02 Assessment of existing programs
144.03 Identify gaps in the regional EV charging network
144.04 Identify potential sites to reduce gaps
144.05 Develop prioritization for the identified charging locations
144.06 Funding matrix to implement the regional EV charging network
144.07 Prepare final Regional Electric Vehicle Charging Network Plan
144.08 Project management
144.09 Project oversight
144.10 Invoicing
144.11 Quarterly reporting

144 Fresno County Regional Electric Vehicle Charging Infrastructure Network Plan

FY 2020-21

Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE
144.01 Public outreach		■	15	■	■	■									
144.02 Assessment of existing programs		■	10	■											
144.03 Identify gaps in the regional EV charging network		■	15	■											
144.04 Identify potential sites to reduce gaps		■	20	■											
144.05 Develop prioritization for the identified charging locations		■	10		■	■									
144.06 Funding matrix to implement the regional EV charging network		■	10			■	■								
144.07 Prepare final Regional Electric Vehicle Charging Network Plan		■	5					■	■						
144.08 Project management	■	■	5	■	■	■	■	■	■						
144.09 Project oversight	■	■	5	■			■			■					
144.10 Invoicing	■	■	5	■			■			■					
144.11 Quarterly reporting		■				■			■			■			

144 Electric Vehicle Infra

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	RMRA 2018/19	LOCAL FUNDS
Salaries	6,059	6,183	4,539	1,178	3,361
Benefits	2,152	2,279	1,743	453	1,290
Overhead	1,584	5,898	4,048	1,050	2,998
Total Staff Costs	9,796	14,360	10,330	2,681	7,649
Direct Costs					
Consultants	0	152,829	75,000	66,397	8,603
Grant Administration		4,680	0	0	0
Total Direct Costs	0	157,509	75,000	66,397	8,603
TOTAL	9,796	171,869	85,330	69,078	16,252

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

	Total	RMRA 2018/19	LOCAL FUNDS
Consultants			
AECOM	75,000	66,397	8,603
Total Consultants	75,000	66,397	8,603

146 Better Blackstone Design Challenge - RMRA

Objective

Produce conceptual architectural/urban designs and real estate analyses for transit-oriented development (TOD) that compellingly illustrates, demonstrates and motivates market-sensitive, new mixed-use development projects in four specific activity center areas along the Blackstone Bus Rapid Transit (BRT) corridor, at Shaw, Shields, Weldon and Olive Avenues in the City of Fresno.

Discussion

The Blackstone Corridor is Fresno's spine, linking six of the seven Fresno City Council Districts (Districts 1, 2, 3, 4, 6, and 7), presenting an opportunity for unified vision, decision-making, action, and results. The Fresno COG 2018 Regional Transportation Plan (RTP) and Sustainable Communities Strategies (SCS) and the City of Fresno 2035 General Plan policy frameworks depend on increased transit to achieve environmental, social and economic goals, and both adopted planning/policy efforts analytically modeled and produced projected Greenhouse Gas (GHG) reduction metrics based upon successful BRT deployment along Blackstone and other areas of Fresno. Long-term BRT success is clearly conditioned on TOD success. The Better Blackstone Design Challenge is intended to complement and actualize RTP/SCS and general plan transit and TOD goals, and begin to help remedy a TOD-deficit situation. This project's conceptual designs and economic analyses will inspire, inform, and motivate the positive imaginations and actions of the public, property owners, and prospective investors, and developers of new TOD projects. The final designs will reinvigorate local and regional imaginations about what types of interrelated transit-oriented mixed use development and multi-modal transportation systems are possible in Fresno and other cities in the Valley as alternatives to the present automobile-focused system. The final designs will be posted and published for widespread use as a regional case study.

The project area neighborhoods contain serious concentrations of disadvantaged communities as defined by CalEnviroScreen 3.0. These areas have extremely high poverty and high pollution burdens when compared to the rest of Fresno and the statewide average. Project partners will be targeting these disadvantaged and environmental justice neighborhoods to form a diverse, long lasting, and growing collaboration that seeks inclusive participation across sectors, cultures, and demography. This includes expanding businesses, employment and access to services in central and south Fresno to help overcome serious socio-economic and environmental justice challenges. The partners in this project will reach out to and strengthen participation among all key stakeholder groups that include disadvantaged and environmental justice communities stressing inclusion of all multicultural aspects for the Better Blackstone Design Challenge.

The program is funded by SB 1 formula grant, which was awarded in FY 2018-19, and will expire Feb. 28, 2021.

This grant award leverages WE 160 which is funded with a Strategic Partnership-Transit (FTA5304) Grant. Work elements 146 and 160 will be closely coordinated. Both grants will be completed concurrently and without duplication of tasks or deliverables. The timeline detailing the coordination between the grants is shown below.

Previous work completed

Better Blackstone Design Challenge

During FY 2019-20, the following tasks have been completed:

- The Project Team and Multi-Disciplinary Design Team have been assembled
- The Existing Conditions in each activity center have been documented
- The Community Outreach Plan has been prepared and outreach with the residents, merchants and stakeholders has begun
- The student interns have been interviewed and selected

Additionally, work on the following tasks began in FY 2019/20:

- Publicity materials are being developed for distribution
- The Project Team and Multi-Disciplinary Design Team have begun the analysis and design scenario development along with linking the design recommendations to the streetscape recommendations.
- Many workshops have been held and a lot of effort has gone into engaging both the residents and business community

Blackstone Corridor Transportation and Housing Study

Fresno COG completed the Blackstone Corridor Transportation and Housing Study in 2017. The study identified opportunities and tools to achieve the goals set forth in the City of Fresno's General Plan for transforming Blackstone Avenue from an auto-oriented corridor to a multi-modal, mixed-use livable street through focused and strategic interventions. The study identifies opportunities for transit supportive infill development within the study area, improved connectivity to Blackstone Avenue and catalytic sites to be prioritized to kick-start the revitalization process. The study's recommendations will guide direct investment in private development and public infrastructure projects during appropriate timeframes.

Fresno COG's partner in this project, Fresno Metro Ministry, a 48-year-old 501(c)3, launched the Better Blackstone Association (BBA) and the Better Blackstone Community Development Corporation (BBCDC) in 2015 to address neglect, disinvestment, urban decay and resulting dramatic disparities in social, economic, health, public facilities, and environmental quality conditions in central Fresno. Simultaneously, they provide active constituencies and community development infrastructure for implementing the recently updated City of Fresno 2035 General Plan policies that designated the Blackstone corridor a bus-rapid-transit and a mixed-use development area.

Better Blackstone Accomplishments to Date:
Two major Blackstone mixed-use infill projects in the works:

Blackstone/Simpson: a nearly $22 million project, will provide 45 units of high-quality-construction affordable housing and represent a model for motivating additional investment in infill/transit-oriented developments by other property owners and developers along Blackstone.

Blackstone/McKinley: This project will provide 88 units of affordable housing and 7,500 square feet of community and commercial space being developed by Integrated Community Development.

Blackstone-Shaw Development & Improvement District Formation Proceeding: Better Blackstone/Metro staff continues to coordinate with the City of Fresno on behalf of proposed phased development projects at Blackstone and Shaw. These efforts resulted in a December 2016 City Council resolution to seek public financing of $3.5-4.0 million for this key Blackstone project with enormous potential for stimulating new businesses, jobs, affordable and market rate housing, and additional corridor revitalization.

Streetscape Improvements & Multi-Modality: Better Blackstone wrote a $300,000 Caltrans grant application that was awarded to the City for *The Southern Blackstone Avenue Smart Mobility Study*, which considers improving multi-modal pedestrian-shed segments along Blackstone and BRT stops.

Blackstone Shaw Activity Center Project: Better Blackstone/Metro is the community engagement partner for the Blackstone Shaw Activity Center Project – a streetscape project very similar in design and complementary with the *Southern Blackstone Avenue Smart Mobility Study.*

Products

1. Conceptual architectural/urban designs and real estate analyses for two design scenarios for mixed-use zoned blocks in each of the four specific activity center areas along the Blackstone BRT corridor surrounding the intersections of Blackstone at Shaw, Shields, Weldon and Olive Avenues. One design scenario will be restricted to individual parcel owner TOD development optimization, and another based on TOD development optimization through potential collaboration among groups of different parcel owners.

Tasks

146.01 Develop and disseminate media and publicity materials - Metro/BBCDC will develop and disseminate materials produced in English, Spanish and Hmong to inform all segments of the community about the planning process and how they may participate in developing Activity Center design plans.

146.02 Conduct team analyses & design scenario development - Metro/BBCDC will lead and engage sub-applicants and entire multi-disciplinary teams in using existing-conditions data and mapping collected, plus community and stakeholder input, to assess each activity center area and decide on relevant and feasible conceptual design scenarios to develop in each center.

146.03 Analyze & link design recommendations to streetscape recommendations – Metro/BBCDC – will lead the finalization of preliminary design recommendations and link design recommendations to Blackstone Activity Center Multi-Mobility Streetscape Recommendations - Metro/BBCDC and Better Blackstone Design Leadership Team partners will serve as a programmatic intermediaries between the Better Blackstone Design Challenge and the Caltrans funded Southern Blackstone Smart Mobility and Fresno COG funded Blackstone-Shaw Activity Center (Complete Streets) projects– providing analysis and recommendations that link and leverage these compatible studies to achieve both land use and transportation goals sought.

146.04 Conduct multiple venue workshops & community engagement - Multi-venue workshops will be held in fall 2020 at numerous locations to engage community, business, and institutions in review, evaluation and feedback to develop final recommendations and reports.

146.05 Using final draft – continue conducting community engagement – Using the Final Draft, Metro/BBCDC will continue the community engagement process and post the final plans & analyses for widespread use on an internet webpage. Metro/BBCDC will contact and make the case study documents and coaching available to each of the 16 major urban area cities in the eight county Valley, as well as continue outreach to and engagement of property owners and businesses along Blackstone to encourage TOD development.

146.06 Provide Caltrans with quarterly reports

146.07 Provide Caltrans with invoices monthly or quarterly

Task Description	COG	PARTNER	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
146.01 Develop and disseminate media and publicity materials	■	■	19%	■	■	■	■	■	■	■				
146.02 Conduct team analyses & design scenario development	■	■	21%	■	■	■	■							
146.03 Analyze & link design recommendations to streetscape recommendations	■	■	5%	■	■	■	■							
146.04 Conduct multiple venue workshops & community engagement	■	■	45%	■	■	■	■	■	■	■				
146.05 Using final draft – continue conducting community engagement	■	■	6%	■	■	■	■	■	■	■				
146.06 Provide Caltrans with quarterly reports	■	■	2%			■			■			■		
146.07 Provide Caltrans with invoices monthly or quarterly	■	■	2%	■	■	■	■	■	■	■	■	■		

146 Better Blackstone Design Challenge

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	RMRA 2018/19	LOCAL FUNDS
Salaries	2,225	4,228	4,357	0	4,357
Benefits	790	1,422	1,515	0	1,515
Overhead	582	3,937	3,784	0	3,784
Total Staff Costs	3,597	9,587	9,656	0	9,656
Direct Costs					
Consultants		150,000	75,000	66,398	8,602
Grant Administration		11	0	0	0
Total Direct Costs	0	150,011	75,000	66,398	8,602
	3,597	159,598	84,656	66,398	18,258
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	RMRA 2018/19	LOCAL FUNDS
Consultants			
Fresno Ministries	75,000	66,398	8,602
Total Consultants	75,000	66,398	8,602

147 Fresno County Trails Master Plan Update

Objective

The project seeks to improve recreational trails and quality of life by providing, maintaining and improving hiking trails in Fresno County. This project will develop plans to identify regional trail gaps, identify planned and conceptual trail projects, help prioritize locations for trail infrastructure improvements, and develop a consistent trail wayfinding sign plan throughout Fresno County.

Discussion

In 2018, Fresno Council of Governments (Fresno COG) developed the Fresno County Regional Active Transportation Plan (R-ATP). The R-ATP helped each jurisdiction in the County identify needed bicycle and pedestrian projects that would qualify for new funds. The Fresno County Trails Master Plan Update will supplement the R-ATP and merge previous efforts to focus recreational trail planning in Fresno County.

This project is funded by SB 1 formula grant, which was awarded in FY 2018-19, and will expire Feb. 28, 2021.

Previous work completed

Fresno County Regional Active Transportation Plan

- Fresno County Regional Bicycle & Recreational Trails Master Plan
- Tree TOPS Plan
- Lost Lake Master Plan
- San Joaquin River Parkway Master Plan Update

Products

1. Fresno County Trails Master Plan
2. Fresno County Trail Wayfinding Sign Plan

Tasks

147.01 Project management and agency coordination – The project manager and consultant will hold bi-weekly project coordination meetings.

147.02 Stakeholder meetings – The consultant will hold three stakeholder meetings: one early in the project to review local opportunities and challenges; another once draft designs and reports are ready for review and discussion; and a final meeting to confirm feedback from the public.

147.03 Prepare Community Outreach Strategy - The consultant will implement a community outreach process to engage community groups, stakeholders and individuals/residents.

147.04 Public participation - The consultant will distribute announcements, meeting materials and citizen surveys. The consultant will conduct a minimum of one outreach meeting for each of the five supervisorial districts within Fresno County.

147.05 Identify and propose route alternatives and prioritize projects - The consultant will identify trail gaps and propose new trails and links to Fresno County owned parks, existing trails, connectivity corridors, and water-trail-course opportunities.

147.06 Develop wayfinding system – The consultant will identify and develop a trail wayfinding system that meets industry standards and is specific to the County of Fresno recreational facilities and trails.

147.07 The consultant will identify and propose route alternatives and prioritize projects.

147.08 Develop sign placement strategy - The consultant will identify, recommend and prioritize a wayfinding system installation methodology that meets all federal and state requirements.

147.09 Develop sign drawings, specifications and cost estimates - The Consultant with direction from local jurisdictions, shall develop trail wayfinding sign alternatives including CA-MUTCD, modified CA-MUTCD and original designs developed by the Consultant and maintaining consistency throughout the County.

147.10 Develop estimates to construct, install and maintain a wayfinding system - The consultant shall provide specific cost estimates for developing and maintaining a wayfinding system.

147.11 Develop trail project construction and maintenance cost estimates - The consultant will provide specific cost estimates for acquiring and constructing future facilities and upgrading existing trails to meet existing and future needs.

147.12 Identify alternative funding sources - The consultant shall identify any outside funding sources that may supplement or fund trail development and/or maintenance.

147.13 The consultant shall create the final plan from all previous tasks that incorporates comments and action by the Planning Commission and Board of Supervisors

147 Fresno County Trails Master Plan Update

Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
147.01 Project management and agency coordination	■	■	10%	■	■	■	■	■	■						
147.02 Stakeholder meetings	■	■	5%	■			■								
147.03 Prepare Community Outreach Strategy	■	■	8%	■											
147.04 Public participation	■	■	10%		■										
147.05 Identify route alternatives and prioritize routes	■	■	10%		■	■	■								
147.06 Develop wayfinding system			12%	■	■										
147.07 Identify and propose route alternatives and prioritize projects			6%		■		■								
147.08 Develop wayfinding system	■	■	7%	■			■								
147.09 Develop sign placement strategy	■	■	5%	■	■										
147.10 Develop sign drawings, specifications and cost estimates	■	■	7%	■	■										
147.11 Develop estimates to construct, install, and maintain the wayfinding system	■	■	7%	■	■										
147.11 Develop trail project construction and maintenance cost estimates	■	■	7%	■	■	■									
147.12 Identify alternative funding sources	■	■	3%		■	■	■	■							
147.13 Produce Final Report	■	■	3%			■	■	■							

147 County Trail Master Plan

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	RMRA 2018/19	LOCAL FUNDS
Salaries	2,390	4,228	4,357	0	4,357
Benefits	849	1,422	1,515	0	1,515
Overhead	625	3,937	3,784	0	3,784
Total Staff Costs	3,864	9,587	9,656	0	9,656
Direct Costs					
Consultants		150,000	75,000	66,398	8,602
Total Direct Costs	0	150,000	75,000	66,398	8,602
TOTAL	3,864	159,587	84,656	66,398	18,258
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	RMRA 2018/19	LOCAL FUNDS
Consultants			
Toole Inc.	75,000	66,398	8,602
Total Consultants	75,000	66,398	8,602

148 Regional Transit On-Board Survey

Objective

- To develop the first countywide origin-destination on-board transit survey for the Fresno region by collecting boarding and alighting data together with transfers information from transit riders
- To provide input for future activity-based model (ABM) update and improve transit ridership forecast
- To inform the transit providers of the performance on the existing transit service and assist them in planning future service through the on-board survey.

Discussion

Fresno Council of Governments (Fresno COG) in partnership with Fresno Area Express (FAX), Clovis Transit, and Fresno County Rural Transit Agency (FCRTA) will conduct the regional transit on-board survey in the Fresno region. The survey will represent all the fixed transit routes within the county, operated by three transit providers FAX, Clovis Transit, and FCRTA. Along with the service-related questions, the survey will include transit trips origin and destination, transfers, rider demographics, customer trip/travel characteristics, customer satisfaction, customer preferences for receiving communications, and other transit trip information. The data collected from the survey could be used to calibrate the transit components of Fresno COG's activity-based model (ABM) and improve the transit ridership forecast. The survey will also assist the local transit operators to plan for future services by integrating feedback from existing riders. The survey will be conducted in 2020, to align with the 2020 Census. Work will be accomplished by consultant with an input from an advisory committee consisting of staff from the Fresno COG and the three local transit operators. This project will contribute to meeting the regional and state goals of vehicle miles traveled (VMT) and GHG emissions reduction by potentially improving transit service and increasing transit ridership.

This program is funded by SB 1 planning grant (formula). The grant starts in FY 2019-20 and will expire Feb. 28, 2022.

Previous work completed

The project was initiated with a meeting between Fresno COG, FAX, Clovis Transit, and FCRTA in October 2019. The initial research was completed, and the scope of work was outlined. The RFP was released in December 2019 and a couple of proposals were received. The best consultant was selected, and the work plan was developed in March 2020. After the design of the survey plan and instrument, the survey was conducted in field starting in May 2020. More than half of the survey has been accomplished and it is supposed to conclude by the end of July 2020.

Products

- Countywide transit origin-destination data
- Countywide on-board transit customer satisfaction survey

Tasks

148.01 Conduct the on-board survey
148.02 Data processing and analysis
148.03 Reports and presentation
148.04 Project management

148 Regional Transit On-Board Survey

Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
148.01 Conduct the on-board survey		■	40%		■										
148.02 Data processing and analysis		■	20%	■	■	■									
148.03 Final reports and presentation		■	20%		■	■	■								
148.04 Project management	■	■	20%	■	■	■	■								

148 Transit On Board Survey

Cycle III Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	RMRA 2019/20	LOCAL FUNDS
Salaries	0	2,368	1,966	0	1,966
Benefits	0	691	582	0	582
Overhead	0	2,132	1,642	0	1,642
Total Staff Costs	0	5,191	4,190	0	4,190
Direct Costs					
Consultants		200,000	125,000	96,807	28,193
Total Direct Costs	0	200,000	125,000	96,807	28,193
TOTAL	0	205,191	129,190	96,807	32,383
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	RMRA 2019/20	LOCAL FUNDS
Consultants			
Transit On Board Survey	125,000	96,807	28,193
Total Consultants	125,000	96,807	28,193

149 SB 743 Local Assistance Program

Objective

To assist local government with implementing SB 743, which takes effect on July 1, 2020.

Discussion

SB 743 (2013) requires that level-of-service (LOS), used in measuring transportation impacts in CEQA, be replaced with another metric that will "promote reduction of greenhouse gas emission, the development of multi-modal transportation system and a diversity of land use development." The Office of Planning and Research (OPR) recommended vehicle miles traveled (VMT) as the new metric. For land use projects, OPR identified VMT per capita, VMT per employee or net VMT for transportation analysis. For roadway capacity projects, lead agencies have the discretion to choose the metric to evaluate the transportation impacts. SB 743 is a tool to implement SB 375 through projects on the ground. SB 743 will encourage development in the infill areas and discourage greenfield projects, resulting in VMT and Greenhouse Gas (GHG) emission reductions. The regional guidelines for SB 743 will help local governments in Fresno County transition to VMT-based metrics in their traffic impact study guideline update. The overall efforts are consistent with the RTP/SCS goals of VMT/GHG reduction, and will further the goals of the California Transportation Plan and RTP by encouraging more sustainable projects that are closer to existing infrastructure and services.

OPR has also identified potential tools and methodologies for lead agencies in the VMT analysis. An MPO's regional travel demand model is one of the many tools that could be used in forecasting VMT for projects. Fresno COG has traditionally provided modeling assistance to its member agencies, development communities and consultants when transportation impact analyses are conducted during the environmental process. With the tool and in-house technical capability, Fresno COG's SB 743 Local Assistance Program will aim to help local governments find the best tool and methodology that works for them during the shift from LOS to VMT.

This program is funded by SB 1 planning grant (formula). The grant starts in FY 2019-20 and will expire Feb. 28, 2022.

Previous Work

Fresno COG's consultant and modeling teams created a VMT baseline for each member jurisdiction. A VMT tool has been developed; screening criteria have been recommended; mitigation measures have been compiled and threshold for projects and plans have also been recommended.

Products

- Technical assistance to member agencies for the VMT tools and screening criteria developed
- VMT calculation for plans and projects as requested by developers, local governments and other lead agencies

Tasks

149.01 Provide technical assistance to member agencies
149.02 Estimate VMT for projects and plans.

149 SB 743 Local Assistance Program

Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
149.01 Provide technical assistance	■		50%	■	■	■	■	■	■	■	■	■	■	■	■
149.02 Estimate VMT for plans and projects	■		50%	■	■	■	■	■	■	■	■	■	■	■	■

149 SB 743 Transp. Impact Analysis

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	RMRA 2019/20	LOCAL FUNDS
Salaries	0	11,439	4,811	1,710	3,101
Benefits	0	3,539	2,032	722	1,310
Overhead	0	10,440	4,409	1,568	2,841
Total Staff Costs	0	25,418	11,252	4,000	7,252
Direct Costs					
Consultants		269,606	20,000	17,706	2,294
Grant Administration		4,976	0	0	0
Total Direct Costs	0	274,582	20,000	17,706	2,294
TOTAL	0	300,000	31,252	21,706	9,546
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	RMRA 2019/20	LOCAL FUNDS
Consultants			
LSA	20,000	17,706	2,294
Total Consultants	20,000	17,706	2,294

150 Other Modes – Aviation, Rail, Bicycling, Pedestrian

Objective

To maintain a continuing, coordinated and comprehensive planning process in aviation, rail, bicycling and pedestrian transportation modes.

Discussion

Fresno COG annually monitors federal, state and local developments and requirements that impact these transportation modes. Staff brings these changes to the attention of Fresno COG's committees and Policy Board, and modifies existing modal element plans and the Regional Transportation Plan as necessary. Modal connectivity is regularly evaluated and discussed, then reflected in the long-range plan.

Aviation
Regional Aviation Systems Planning is required by both state and federal funding agencies to inventory facilities, evaluate needs (both on the airport and as a result of aircraft activity in the surrounding areas), and forecast demand that will determine funding levels and apportionment. The region's aviation system plan is integrated into the California Aviation System Plan and, ultimately, into the National Plan of Integrated Airport Systems (NPIAS). In the past, Fresno COG has participated developing the California Aviation Capital Improvement Plan (CIP).

Rail
Staff monitors, participates in and reports on the activities of the San Joaquin Joint Powers Authority, which provides for regional governance and management (replacing the former state management) of the Amtrak San Joaquin intercity rail passenger service.

An ongoing rail issue of importance in Fresno County and elsewhere in the San Joaquin Valley is preserving and/or acquiring appropriate railroad corridors that have been abandoned or may be abandoned for freight rail or alternative transportation uses, both short-term and long-term. Staff will also continue to assist any local jurisdiction that seeks to improve former railroad corridors for alternative transportation uses, including landscaped multi-use trails.

High-speed rail planning is addressed in work element 152; however, work element 150 also recognizes the importance of coordinating and integrated planning between, in particular, high-speed rail and intercity passenger rail (Amtrak San Joaquins), and also between high-speed rail and all transportation modes.

Bicycling and Pedestrian Facilities
Fresno COG will continue to assist the cities within Fresno County and the County itself with securing funding for corridors to include bicycle and pedestrian uses.

Fresno COG developed a Regional Active Transportation Plan (R-ATP), which includes bicycle and pedestrian plans for all member agencies. The plan provides a countywide inventory of existing conditions and planned countywide priority bicycle and pedestrian networks. Fresno COG's increased involvement in promoting bikeway and pedestrian (including trails) planning, funding and project development will continue in 2019-20.

Fresno/Clovis Class IV Separated Bikeway Feasibility Study
The Policy Board approved the Fresno-Clovis Metropolitan Area Class IV Separated Bikeway Feasibility Study in July 2017. This study addressed a new class of bicycle facility that will connect and improve the active transportation network in the metropolitan region. Products included engineering guidelines and design parameters that communities in Fresno County can use to construct Class IV separated bikeways.

Complete Streets
Fresno COG remains consistent with its Regional Transportation Plan policies concerning complete streets (Chapter 2) and will continue to work with its member agencies to provide complete streets guidance and training. In addition, competitive funding programs Fresno COG administers will take the Complete Streets Act into consideration by awarding points to projects that implement complete street policies. The Fresno City Council adopted a complete streets policy on October 10, 2019.

Previous work completed

- Rail analysis of the 119 miles of the San Joaquin Valley Railroad within the portion of Fresno County west of the City of Fresno, accepted November 17, 2011.
- Comprehensive analysis and summary presentation on draft High-Speed Rail EIR/EIS for the segment Fresno north and the segment Fresno south to COG Committees and Policy Board in September, 2011.
- Rail analysis of that portion of the San Joaquin Valley Railroad between Reedley and the City of Fresno (26 miles) in Fresno County, accepted February 24, 2011.
- Updated rail, aviation, and non-motorized modal elements, contained within the RTP, adopted June 2018
- Fresno Freight Rail Realignment Study, May 27, 2010.
- Fresno County Regional Active Transportation Plan.
- Fresno/Clovis Class IV Separated Bikeway Feasibility Study.

Products

1. Aviation, rail, bicycling, and pedestrian facilities inventories, reports, plans and products.
2. Memoranda, letters, minutes and notes related to aviation, rail, bicycling, and pedestrian modal element issues.
3. Reports and products related to the Amtrak San Joaquins, the San Joaquin Valley Railroad corridor in Fresno County and the San Joaquin Valley Class 1 railroad (Union Pacific and Burlington Northern Santa Fe railroads) freight rail issues, Caltrans State Rail Plan, and rail consolidation/realignment.

Tasks

150.01 Monitor aviation, rail, bicycling, and pedestrian developments and emerging issues; evaluate and promote connectivity with other transportation modes; and, integrate with air quality planning as appropriate.

150.02 Monitor findings and recommendations of the Fresno Freight Rail Realignment Study and provide analysis and staff research on other rail matters as appropriate.

150.03 Document issues, provide analysis and staff research on Aviation System Plans and other aviation matters as appropriate.

150.04 Monitor and participate in activities of the San Joaquin Valley Rail Committee, including its evolution as the advisory committee to the San Joaquin Joint Powers Authority.

150.05 Coordinate with Tulare County and other Valley counties on potential strategies to prevent abandonment of important railroad corridors, in conjunction with appropriate recommendations of the Fresno County Rail Corridor Preservation/Acquisition and Transportation Alternatives Study and the San Joaquin Valley Railroad Business Plans (Reedley to Fresno and Firebaugh to Fresno).

150.06 Participate in initiatives/studies with regard to identifying and analyzing railroad corridors for preservation and alternative transportation uses, other fixed guideway studies and proposals, and New Technologies under the Measure C New Technology Program.

150.07 Monitor new active transportation innovations and technologies.

150.08 Participate in the technical advisory committees for the San Joaquin Valley Goods Movement Sustainable Implementation Plan and the San Joaquin Valley I-5 Goods Movement Safety Corridor Study to ensure that the advantages and opportunities provided by the Class I freight railroads and the short line freight railroad are represented.

150.09 Monitor and participate in activities of the San Joaquin Joint Powers Agency, the new regional governance structure of the Amtrak San Joaquins.

150.10 Participate in the Fresno Yosemite International Airport Master Plan Update as an advisory committee member.

150.11 Continue communicating and coordinating planning activities with Lemoore Naval Air Station.

150 Other Modes – Aviation, Rail, Bicycling, Pedestrian															
Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
150.01 Monitor new modal issues	■		35	■	■	■	■	■	■	■	■	■	■	■	■
150.02 Staff support – rail consolidation	■		1	■	■	■	■	■	■	■	■	■	■	■	■
150.03 Monitor aviation issues	■		3	■	■	■	■	■	■	■	■	■	■	■	■
150.04 SJV Rail Committee	■		10	■			■			■			■		
150.05 Rail corridor preservation	■		1	■	■	■	■	■	■	■	■	■	■	■	■
150.06 New Technologies	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
150.07 Monitor member agency projects and update plans as necessary	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
150.08 Goods Movement SIP/I-5 TACs	■		15	■	■	■	■	■	■	■	■	■	■	■	■
150.09 Regional Governance	■		13	■	■	■	■	■	■	■	■	■	■	■	■
150.10 FYI Master Plan Advisory	■		1	■	■	■	■	■	■	■	■	■	■	■	■
150.11 Lemoore NAS Coordination	■		1	■	■	■	■	■	■	■	■	■	■	■	■

150 Other Modal Elements

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	LOCAL FUNDS
Salaries	24,089	19,332	16,612	16,612
Benefits	8,557	6,684	5,749	5,749
Overhead	6,297	18,133	14,409	14,409
Total Staff Costs	38,943	44,149	36,770	36,770
Direct Costs				
Consultants	2,000	2,000	2,000	2,000
Total Direct Costs	2,000	2,000	2,000	2,000
TOTAL	40,943	46,149	38,770	38,770

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

152 High Speed Rail Planning

Objective

Assist the California High-Speed Rail Authority, in conjunction with Fresno COG member agencies, FresnoWorks, and interested citizens and organizations, with proposals and initiatives for the high-speed train system. Help identify and evaluate all issues associated with high-speed trains in Fresno County, including passenger station-area planning and design issues, operational issues and ongoing efforts to secure the heavy maintenance facility.

Discussion

This work element is devoted to different high-speed rail issues. These issues include: securing a heavy- maintenance facility in Fresno or its vicinity and other economic opportunities; station area planning and design; coordination with other transportation modes within the metropolitan area and the entire central San Joaquin Valley region; using eminent domain; and numerous jurisdictional, financial, environmental, operational and social equity issues associated with implementing high-speed rail in Fresno County.

The downtown Fresno high-speed rail passenger station will be located along the Union Pacific corridor centered on the Mariposa Street alignment. The City of Fresno is taking the lead on station-area planning, with the passenger station functioning as an intermodal facility, including access to the station by FAX and Rural Transit Agency public transit.

Previous work completed

- An "expression of interest" (FresnoWorks) for the High-Speed Train Heavy Maintenance Facility and its submittal to the High-Speed Rail Authority for consideration.
- Fresno Freight Rail Realignment Study/Rail Consolidation.
- Amendment to Measure C for $25 million from the Rail Consolidation Subprogram for property acquisition and infrastructure improvements for the heavy maintenance facility.
- Comprehensive presentation to COG Committees and Policy Board on the project-level EIR/EIS for the segment Fresno north and the segment Fresno south.

Products

1. Special high-speed rail planning studies as required, potentially with regard to the heavy-maintenance facility; transportation interface with downtown station; high-speed train passenger station architectural visioning; coordination between high-speed rail and Amtrak intercity rail, etc.
2. Meeting agenda packages, minutes, memoranda, letters, and other documentation related to the Fresno County Heavy-Maintenance Facility Steering Committee (FresnoWorks) and other committees and meetings.

Tasks

152.01 Coordinate, consult, and collaborate with the California High-Speed Rail Authority on high-speed rail related plans, programs and studies.

152.02 Provide continuing staff support, including meeting preparation and presentation materials, to local groups and committees and the general public on high-speed rail issues.

152.03 Document issues, provide analyses and staff research on high-speed rail matters, as appropriate.

152.04 Attend and participate in meetings and workshops of the California High-Speed Rail Authority, as appropriate, regarding items of importance and relevance to the Fresno region.

152.05 Attend and participate in meetings and other activities of committees and working groups established to assist with activities associated with high-speed rail station-area planning.

152 High-Speed Rail Planning															
Task Description	COG	PARTNER	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
152.01 HSR plans, programs, & studies	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
152.02 Staff support committees, public	■		10	■	■	■	■	■	■	■	■	■	■	■	■
152.03 Other HSR matters as app.	■		10	■	■	■	■	■	■	■	■	■	■	■	■
152.04 Attend HSRA meetings as app.	■		50	■	■	■	■	■	■	■	■	■	■	■	■
152.05 Station Area Planning	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■

152 High Speed Rail Planning

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	LOCAL FUNDS
Salaries	455	2,207	1,361	1,361
Benefits	162	763	419	419
Overhead	119	2,070	1,147	1,147
Total Staff Costs	735	5,040	2,927	2,927
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	735	5,040	2,927	2,927
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

153 Fresno County Airport Land Use Commission

Objective

The Fresno County Airport Land Use Commission coordinates airport land-use planning among state, regional and local agencies, delineating a compatible environment for the airport facility and protecting a valuable local investment by adopting land-use policy plans.

Discussion

Fresno Council of Governments has staffed and administratively supported functions of the Fresno County Airport Land Use Commission (ALUC) since 2008. The ALUC reviews land uses and land use changes, rezoning applications, zoning ordinance text amendments, airport master plans and building regulations proposed by local jurisdictions when they are located in one of the eight Fresno County public use or Naval Air Station Lemoore's airport influence areas. This review process determines plan and projects land use consistency with Fresno County Airport Land Use Compatibility Plans (ALUCP) for noise, safety, airspace protection, and avigation easement and protection.

Previous work completed

- Drafted agenda packets, and conducted ALUC meetings each month in 2019-20 as needed
- Reviewed local agency actions and individual development projects, and determined consistency with the Fresno County Airport Land Use Commission Compatibility Land Use Plan
- Offered full administrative and planning support to the Fresno County Airport Land Use Commission
- Provided staff level review on many plans and projects as requested, assessing Fresno County ALUCP consistency
- Developed a unified Fresno County Airport Land Use Compatibility Plan (ALUCP) combining all eight existing airport compatibility plans into one document, with an additional chapter to address the land use compatibility issues and requirements of NAS Lemoore. The plan was adopted December 2018

Products

1. Agenda packets, minutes, staff reviews, recommendations and reports
2. Written staff analysis of local agency projects or plans and individual development projects to determine consistency with the Fresno County Airport Land Use Compatibility Plan (ALUCP) prior to placing on ALUC agendas
3. ALUC webpage
4. ALUC Form 700 reporting
5. ALUCP amendments
6. 2022 Regional Transportation Plan Action Elements' aviation section

Tasks

153.01 Provide staffing and administrative support
153.02 Provide technical assistance to local agencies and airports for the Airport Land Use Compatibility Plan
153.03 Draft agenda packets, communicate with ALUC members, conduct ALUC meetings every other month (as needed), and provide meeting follow-up communications
153.04 Prepare staff reports for the Airport Land Use Commission on matters of land use compatibility or consistency.
153.05 Review environmental documents to ensure consistency with airport land use compatibility plans and guidelines from the Caltrans Airport Land Use Planning Handbook
153.06 Review proposed revisions to airport master plans, FAR 150 studies, general plans, heliport layout plans and proposed ordinances
153.07 Coordinate with the state of California, airport authorities and local jurisdictions airport land use policies and implementation
153.08 Incorporate technical graphics for all county public use airports
153.09 Maintain and update Airport Land Use Commission information on the Fresno COG website
153.10 Update the Regional Transportation Plan Action Elements' aviation section
150.11 Coordinate plans and share information with Naval Air Station Lemoore

153 Airport Land Use Commission

Task Description	COG	LEGAL	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
153.01 Provide staffing and admin. support	■		20	■	■	■	■	■	■	■	■	■	■	■	■
153.02 Provide technical assistance to local agencies and airports	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■
153.03 Prepare agenda packets and follow-up	■		20	■	■	■	■	■	■	■	■	■	■	■	■
153.04 Prepare staff reports	■		15	■	■	■	■	■	■	■	■	■	■	■	■
153.05 Review environmental documents	■		15	■	■	■	■	■	■	■	■	■	■	■	■
153.06 Review proposed revisions to plans and studies	■		8	■	■	■	■	■	■	■	■	■	■	■	■
153.07 Coordinate with Caltrans, ALUC, airports and public	■		5	■	■	■	■	■	■	■	■	■	■	■	■
153.08 Technical graphics for airports	■		3	■	■	■	■	■	■	■	■	■	■	■	■
153.09 Maintain and update ALUC page on Fresno COG website	■		2	■	■	■	■	■	■	■	■	■	■	■	■
153.10 Update the 2022 RTP Action Element's Aviation Section	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■
153.11 NAS Lemoore Coordination	■		2	■	■	■	■	■	■	■	■	■	■	■	■

153 Airport Land Use Commission

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	LOCAL FUNDS
Salaries	18,240	11,024	9,958	9,958
Benefits	6,480	3,733	3,469	3,469
Overhead	4,768	10,286	8,652	8,652
Total Staff Costs	29,488	25,043	22,079	22,079
Direct Costs				
Consultants	59,895	5,000	5,000	5,000
County Counsel	12,109	5,000	5,000	5,000
Total Direct Costs	72,004	10,000	10,000	10,000
TOTAL	101,492	35,043	32,079	32,079

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

	Total	LOCAL FUNDS
Consultants		
Coffman On Call	5,000	5,000
Total Consultants	5,000	5,000

160 Better Blackstone Design Challenge – Strategic Partnership Grant

Objective

Produce alternative, feasible transit-oriented development design scenarios for more than 200 mixed-use designated parcels, gap financing-related economic, real estate, and UrbanFootprint multivariate analyses, translated into web-based tools and ongoing technical assistance for property owners, developers and funders to increase transit-oriented development funding and development.

Discussion

This project is funded by the FY 2019-20 Strategic Partnership-Transit (FTA5304) Grant. This project is expected to be completed January 2022. The grant expires June 30, 2022.

The Better Blackstone Design Challenge (BBDC) is a strategic partnership aimed at increasing investment in sustainable transportation projects by developing critical tools for implementing transit supportive land uses integrated with California 2040 Transportation Plan and Senate Bill 1 goals, objectives and policies for complete streets, multi-modal systems, and protection of regional facility capacities. BBDC is consistent with the local general plan, Regional Transportation Plan/Sustainable Communities Strategy, and Caltrans-funded Southern Blackstone Smart Mobility and the Fresno Council of Governments-funded Blackstone-Shaw Activity Center Complete Streets projects. BBDC multi-disciplinary teams staffed by local architectural firms, planning professionals and university students, coordinated by Fresno Metro Ministry working closely with Fresno COG, City of Fresno, and Caltrans, will produce alternative feasible transit-oriented development design scenarios for over 200 mixed-use designated parcels, gap financing related economic, real estate, and Urban Footprint multivariate analyses, translated into useful web-based tools and on-going technical assistance for property owners, developers and funders for significantly increasing transit-oriented development funding and development.

This grant award leverages WE 146 which is funded with SB 1 formula dollars. Work Elements 146 and 160 will be closely coordinated; both will be completed concurrently and without duplication of tasks or deliverables. A breakdown showing the coordination of tasks is attached as WE 160 Appendix A.

Previous work completed

- Project kick-off meeting
- UrbanFootprint and traffic impact analysis consultants chosen

Additionally, work on the following tasks began in the 2019/20 FY and continues during the 2020/21 FY

- Project coordination
- Organizing and conducting stakeholder small group and community meetings
- Managing the student interns
- Production of the preliminary activity center design recommendations
- Economic analysis of the activity center design recommendations
- Conducting the UrbanFootprint analysis of the activity center design recommendations
- Conducting the traffic impact analysis of effects of the activity center design recommendations on SR 41 operations
- Development of activity center scenarios for public events and exhibits
- Development of the Better Blackstone Design Challenge website

Products

1. Activity center analyses for scenario optimization development
2. Activity center design recommendations
3. Economic analyses of preliminary design recommendation
4. UrbanFootprint analyses and recommendation
5. Traffic analyses and recommendation
6. Draft and final report

Tasks

160.1 Project Coordination - Metro/BBCDC will hold monthly project coordination team meetings with Better Blackstone Design Leadership Team partners and appropriate other Multi-Disciplinary Design Team Members and invite Fresno COG and Caltrans staff to join all such meetings.

160.2 Organize and Conduct Stakeholder Small Group and Community Meetings – Metro/BBCDC will lead and engage the project partners in identifying Activity Center area and specific corridor segment stakeholders for 60 to 90 minute small group and community meetings designed to prepare stakeholders for giving input into Alternative Design Scenarios and Exhibits and to seek their knowledge of the study area, discuss their needs and concerns regarding land uses, urban design features of interest, mobility and access, and surface issues that might not otherwise come up in a workshop setting, and gather candid input. Groups convened will emphasize inclusion of low income and minority community members, public health professionals, and healthy lifestyle and active transportation advocates.

160.3 Student Performance & Management - Metro/BBCDC along with Better Blackstone Design Leadership Team partners and CSU Fresno Craig School of Business Professors will coordinate on the daily/weekly/monthly performance of selected university students participating in this project, ensuring project consistent productivity, collaborative performance, and learning within and across teams.

160.4 Produce Preliminary Activity Center Design Recommendations - Metro/BBCDC will lead and engage Better Blackstone Design Leadership Team partners and entire Multi-Disciplinary Teams in developing Preliminary Activity Center Design Recommendations for each Activity Center to be reviewed by the community and prepared for economic/real estate and UrbanFootprint evaluations.

160.5 Conduct Economic Analyses of Preliminary Activity Center Design Recommendations - Metro/BBCDC will work with CSU Fresno, and other Valley university and college real estate and economic department faculty and students engaged in the project to provide economic and real estate gap financing assessments of the Preliminary Activity Center Design Recommendations.

160.6 City of Fresno DARM Department and Consultants Conduct UrbanFootprint Analyses of Preliminary Activity Center Design Recommendations - Metro/BBCDC will assist and support the City of Fresno DARM Department and the selected consultant to conduct UrbanFootprint analyses of Preliminary Activity Center Design Recommendations.

160.7 Conduct Traffic Engineering Assessments of Future Impacts to SR 41 Capacities Produced by Preliminary Activity Center Design Recommendations - Working closely with Caltrans, Fresno COG, and the City of Fresno, Metro/BBCDC will assist and support the selected consultant's evaluation of the future impacts of Preliminary Activity Center Design Recommendations.

160.8 Draft Activity Center Scenarios for Public Exhibits & Events - Incorporating initial design and assessment work, Metro/BBCDC will lead and engage Better Blackstone Design Leadership Team partners and entire Multi-Disciplinary Teams in developing complete Draft Activity Center Scenarios that can be readied for public exhibits & events.

160.9 Design Exhibits for Public Outreach - Metro/BBCDC will lead and engage Better Blackstone Design Leadership Team partners and entire Multi-Disciplinary Teams in preparing uniform format exhibits and other mediums for public events and other dissemination.

160.10 Adjust Scenarios Based on Public Input - Based upon input, evaluation, and feedback from the Multiple Venue Exhibits & Community Engagement, Metro/BBCDC will lead and engage Better Blackstone Design Leadership Team partners and entire Multi-Disciplinary Teams in adjusting scenarios and preparing the final report, including final draft scenario designs and a record of the community engagement design process.

160.11 Submit Final Report to Caltrans, Fresno COG Policy Board, City of Fresno, and other supporting institutions and agencies - Fresno COG will lead supported by Metro/BBCDC and the Better Blackstone Design Leadership Team partners and consultants in presenting the Final Draft to Caltrans, Fresno COG Policy Board, the City of Fresno, Fresno City College, CSU Fresno and other key influential institutions and organizations who can encourage implementation activities.

160.12 Design Website Portal for Posting All Better Blackstone Design Challenge Final Drawings, Data, and Tools from Final Report and Continue Conducting Broad-Based Dissemination and Community Engagement - Metro/BBCDC will lead a broad-based dissemination process of the Final Draft as part of long-term BBCDC and Better Blackstone Association multi-modal transportation and TOD encourage activities. The Final Draft Report and all drawings, data and tools will be available on a website and become a key tool for engaging to community groups, other institutions, property owners and businesses, as well as prospective developers and funders of TOD and related uses along Blackstone (and other BRT corridors in Fresno). Through the continuing efforts of Metro/BBCDC and the Better Blackstone Association, a final design artifact describing the detailed design process and results will be developed, posted, and published for widespread use as a regional case study.

160.13 Provide Caltrans with quarterly reports

160.14 Provide Caltrans with invoices monthly or quarterly

160 Better Blackstone Design Challenge – Strategic Partnership Grant

Task Description	COG	PARTNER	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
160.1 Project Coordination	■	■	8%	■	■	■	■	■	■	■					
160.2 Organize and Conduct Stakeholder Small Group and Community Meetings	■	■	9%	■	■	■	■	■	■	■					
160.3 Student Performance & Management	■	■	17%	■	■	■	■								
160.4 Produce Preliminary Activity Center Design Recommendations	■	■	11%	■	■	■	■								
160.5 Conduct Economic Analyses of Preliminary Activity Center Design Recommendations	■	■	1%	■	■	■	■								
160.6 City DARM Department and Consultants Conduct UrbanFootprint Analyses of Preliminary Activity Center Design Recommendations	■	■	11%	■	■	■	■								
160.7 Conduct Traffic Engineering Assessments of Future Impacts to SR 41 Capacities Produced by Preliminary Activity Center Design Recommendations	■	■	11%	■	■	■	■								
160.8 Draft Activity Center Scenarios for Public Exhibits & Events	■	■	8%	■	■	■	■	■	■	■					
160.9 Design Exhibits for Public Outreach	■	■	10%	■	■	■	■	■	■	■					
160.10 Adjust Scenarios Based on Public Input	■	■	4%	■	■	■	■	■	■	■					
160.11 Submit Final Report to Stakeholders	■	■	2%	■	■	■	■	■	■	■					
160.12 Design Website Portal for Posting All Better Blackstone Design Challenge Deliverables & Continue Outreach	■	■	6%	■	■	■	■	■	■	■					
160.13 Provide Caltrans with quarterly reports	■	■	1%			■			■			■			
160.14 Provide Caltrans with invoices monthly or quarterly	■	■	1%	■	■	■	■	■	■	■	■	■			

160 Better Blackstone Phase II

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	FTA 5304	LOCAL FUNDS
Salaries	0	0	4,357	3,857	500
Benefits	0	0	1,515	1,341	174
Overhead	0	0	3,784	3,350	434
Total Staff Costs	0	0	9,656	8,548	1,108
Direct Costs					
Consultants		519,948	225,000	199,193	25,807
Grant Administration		24,002	5,022	4,446	576
Total Direct Costs	0	543,950	230,022	203,639	26,383
TOTAL	0	543,950	239,678	212,187	27,491

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

	Total	FTA 5304	LOCAL FUNDS
Consultants			
Fresno Metro Minitries	225,000	199,193	25,807
Total Consultants	225,000	199,193	25,807

161 Fresno-Madera Sustainable Corridor Study

Objective

As a joint endeavor between Fresno Council of Governments and the Madera County Transportation Commission, the Fresno-Madera Sustainable Corridor Study will determine the future transportation needs of the northern portion of State Route 41 that runs through the core of the City of Fresno and continues north into the future developed area of Madera County. This study will also include the major connecting corridor that serve residents of both counties -- Avenue 9, which links SR41 and SR99 in southern Madera County. The joint study will provide direction for both counties as residential population and the need for sustainable transportation improvements continues to increase along the corridor. Fresno COG and Madera CTC anticipate that the general public and disadvantaged communities will be stakeholders for all public outreach efforts.

Fresno COG and Madera CTC intend to engage with a consulting firm for study development. The study is funded by Senate Bill 1 planning grants. The final corridor study will be completed in June 2021. The funds will expire on February 28, 2023. Following the main objectives of Senate Bill 1 planning grant dollars, this study will be a comprehensive planning effort among the regional planning agencies (Fresno COG and Madera CTC), and Caltrans. An emphasis will be placed on strategies and recommendations that provide more transportation choices and reflect local community needs while simultaneously reducing congestion and greenhouse gas emissions.

Discussion

Fresno COG and Madera CTC understand the need for a sustainable corridor strategy that is in line with the California Transportation Commission's Comprehensive Multimodal Corridor Plan Guidelines and Caltrans Corridor Planning Guidebook. This study will use these matrices and planning principals to guide development of the corridor plan. This study will take a comprehensive look at Travel Demand Management (TDM) strategies along the corridor, including how to best integrate strategies such as HOV express lanes, dedicated transit lanes, and active transportation features into the corridor to promote efficiency and reduce our environmental impact as the region continues to grow.

The study area proposed encompasses two parts. The main trunk is a 19 mile stretch of State Route 41 starting at the junction of SR41 and SR99 south of Downtown Fresno and rising north to the Madera Canal at Avenue 15 in Madera County. SR41 currently exists as a 4 to 6 lane divided freeway for nearly the entire stretch of the study area located in Fresno County. In Madera County, the highway transitions to an undivided 2 lane highway southbound, with 1 lane going north. The second part, Avenue 9, is a 10.7 mile stretch of mostly undivided single lane roadway located in rural southern Madera County, connecting to SR 41 at Children's Blvd and extending westward to an interchange with State Route 99, providing access to both northbound and southbound on-ramps.

The proposed study area along State Route 41 will see changes in the future, mostly located on the undeveloped Madera County side. Two new self-sustainable master planned communities in Madera County will bring over 10,000 new residences to the corridor. Southeast of Avenue 12 and SR41, the master planned community of Riverstone is projected to bring roughly 6,600 of these new residences, while the planned community northeast of Avenue 15 and SR41, Tesoro Viejo, will bring around 5,200. Both communities will also include new educational centers, retail and commercial hubs, office parks, as well as light industrial space. Sales and construction of both communities started in the late 2010s.

At Avenue 9/Children's Blvd and SR41, the existing Valley Children's Hospital, a regional hub for pediatric care, has signaled they intend to move forward with further expansions of their campus by purchasing additional land. Community Regional Medical Centers has also purchased hundreds of acres of land directly northeast of Avenue 12 and SR41, with the intention of eventually opening a medical center to complement the growth of adjacent populations.

Directly feeding into State Route 41, Avenue 9 has seen increased traffic as the Fresno metropolitan area grows northward, providing an easier access to point to northbound SR99 by using Avenue 9 to connect from NB SR41. SR99 is the primary route utilized to travel in the heart of the San Joaquin Valley, as it provides key connections to both Northern and Southern California. Avenue 9 currently exists as a single lane undivided road, shared by farming equipment and heavy-duty trucks, residents and workers who live along the roadway, and commuters who are travelling between Madera and Fresno and beyond. Data from TIMS (Transportation Injury Mapping System), UC Berkeley shows that during a 10-year period (2009-2018), there were 3 fatal crashes and 115 injury crashes on this segment of Avenue 9. Causes contributing to this higher than average rate include limited shoulder areas, the absence of passing lanes, and narrow travel lanes. Limited right-of-way has prevented further safety improvements according to Madera County. The joint study between Fresno COG and Madera CTC will evaluate the safety of Avenue 9 and recommend improvements to the corridor that will be able to handle the volume of travel anticipated as the region grows.

Fresno COG and Madera CTC understand that future growth will significantly affect the transportation system that currently exists. Together, this study will review existing and future land use and transportation plans to understand the growth potential and impact to the corridor. Similarly, the plan aims to provide sustainable recommendations for future improvements to the corridor, relying on a bi-county

modelling approach to forecast traffic growth along the corridor, and the sustainable strategies that will allow both Counties to remedy any impacts and reduce greenhouse gas emissions.

The study is funded by a Senate Bill 1 (formula) planning grant and will be completed by June 2021. The funds will expire Feb. 28, 2023.

Previous Work Completed

Fresno COG and Madera CTC partnered together for a Fresno/Madera Origin-Destination Study, with a final report produced in June of 2016. The overall goal of this study was to gain an understanding of transportation movements between Fresno and Madera counties along SR 99 and SR 41. The study used four data collection methods, including vehicle classification counts and license plate analysis to define transportation movements. Key findings of this study showed that northbound and southbound flows of both SR41 and SR99 were roughly equal throughout the day, and that Fresno to Madera trips mainly use DR 99, while Madera to Fresno work trips mainly use SR 41. It also indicated that Avenue 12 is utilized as a bypass route by City of Madera and Chowchilla residents. However, new 2019 data indicates that Avenue 9 has roughly the same amount of bypass traffic, explained by the development along Avenue 12 which has slowed down this route substantially.

Products

1. Final scope of study
2. Request for proposals
3. Working group roster
4. Meeting agendas and minutes
5. Existing conditions analysis report
6. Planned improvements report
7. Stakeholder outreach report
8. Completed study, including recommendations

Tasks

161.01 Finalize scope of work – Fresno COG, Madera CTC, City of Fresno, County of Madera, and Caltrans staff hold meetings to coordinate priorities, agree to financial commitments, and finalize the scope of work.

161.02 Request for proposals development – Fresno COG and Madera CTC staff will coordinate and produce an RFP for release.

161.03 Consultant selection process – Scoring criteria development and consultant selection team. Selected contract will be presented to and approved by the Fresno COG Policy Board and executive director.

161.04 Assemble project working group – Fresno COG and Madera CTC staff will identify and agree to working group team members.

161.05 Kick-off meeting - The consultant will conduct an initial kick-off meeting with project partners and working group team members to introduce the project, review the final scope of work, schedule, work products, and management and communication procedures.

161.06 Stakeholder meetings – The consultant will hold monthly stakeholder meetings to provide updates on project progress, present findings and analyses, solicit feedback from stakeholder and working group team members, and receive direction from project management.

161.07 Committee and Board meetings – Fresno COG and consultant team staff will provide periodic updates and final presentations to the TTC, PAC, and Policy Board.

161.08 Document existing conditions – Consultant team will document existing conditions using available resources from stakeholders and other avenues. Results will be included the in the final study report.

161.09 Document planned improvements – Consultant team will document planned improvements using available resources from stakeholders. Results will be included the in the final study report.

161.10 Document potential future conditions and scenarios - Consultant team will document and analyze potential future conditions and provide analyses based on the degree to which future conditions will impact the corridor. This will use the bi-county model system to simulate future growth potential.

161.11 Stakeholder outreach – Consultants will document stakeholder outreach among the public and disadvantaged communities, and include this in the final document.

161.12 Final Corridor Study – Consultant will create a final corridor study that includes all components of the scope of work and incorporates feedback from stakeholders. The final study will be presented to the Fresno COG committees and Policy Board for approval.

161.13 Project management and agency coordination – The project manager and consultant will hold bi-weekly project coordination meetings.

161.14 Provide Caltrans with quarterly reports

161.15 Provide Caltrans with invoices monthly or quarterly

161 Fresno-Madera Sustainable Corridor Study				2020/2021												2021/2022											
Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
161.01 Finalize scope of work	■	■	3%	■																							
161.02 Request for proposal development	■	■	3%	■																							
161.03 Consultant selection process	■	■	3%		■	■																					
161.04 Assemble project working group	■	■	2%			■	■	■																			
161.05 Kickoff meeting	■	■	5%					■																			
161.06 Stakeholder meetings	■	■	20%					■	■	■	■	■	■	■	■	■	■	■	■	■	■						
161.07 Committee and Board meetings	■	■	10%								■			■			■			■			■				
161.08 Document existing conditions	■	■	10%					■	■	■	■	■															
161.09 Document planned improvements	■	■	10%					■	■	■	■	■															
161.10 Document potential future conditions and scenarios	■	■	15%										■	■	■	■	■	■									
161.11 Stakeholder outreach	■	■	5%					■	■	■	■	■	■	■	■	■	■	■	■	■	■	■					
161.12 Final Corridor Study	■	■	5%																			■	■				
161.13 Project management and agency coordination	■	■	7%					■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■			
161.14 Provide Caltrans with quarterly reports	■	■	1%						■			■			■			■			■			■			
161.15 Provide Caltrans with invoices monthly or quarterly	■	■	1%		■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■			

161 Fresno/Madera Sustainable 41 Corridor

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	RMRA 2020/21	LOCAL FUNDS
Salaries	0		3,346	2,962	384
Benefits	0		1,034	915	119
Overhead	0		2,822	2,498	324
Total Staff Costs	0	0	7,202	6,375	827
Direct Costs					
Consultants			400,000	308,955	91,045
Grant Administration			12,000	10,624	1,376
Total Direct Costs	0	0	412,000	319,579	92,421
TOTAL	0	0	419,202	325,954	93,248
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

	Total	RMRA 2020/21	LOCAL FUNDS
Consultants			
Fresno/Madera Sus 41 Corridor	400,000	308,955	91,045
Total Consultants	400,000	308,955	91,045

162 Regional Sustainable Infrastructure Planning Program

Objective

Using funding from the 2020-21 SB 1 Sustainable Communities Formula grant, encourage regional planning projects that help implement the RTP/SCS and address disadvantaged communities' needs through a competitive process.

Discussion

During the 2014 RTP planning process, community stakeholders discussed a Sustainable Planning and Infrastructure Program to further compliment RTP/SCS goals. SB 1 Sustainable Communities formula funds will allow for a reliable source of funds to carry out this program.

The regional sustainable infrastructure planning grant program will prioritize planning projects that benefit areas that are the most health burdened based on our region's health priority index, as well as projects that fall within an economically disadvantaged community based on the program criteria. The criteria will be consistent with the overarching objectives of health, sustainability and social equity, as well as the Smart Mobility Principles that include health and safety, environmental stewardship, and social equity.

Regional guidelines, criteria and eligible applicants for this competitive program will be developed through a working group.

Previous Work Completed

There have been two successful cycles of the competitive Regional Sustainable Infrastructure Planning Grant Program. The City of Fowler's SR 99 Community Landscape Plan was awarded funding through cycle one of the Regional Sustainable Infrastructure Planning Grant Program, and the plan was completed in October 2019. Fresno County Rural Transit Agency's Analysis and Operational Plan for Rural Transit Services was awarded funding through cycle 2 of the program. The project is in progress and remains on schedule as detailed in WE 142.

Products

1. Final Guidelines
2. Call for Projects
3. Project Selection

Tasks

162.01 Hold subcommittee meetings to develop/update regional guidelines and final criteria
Responsible Party: Fresno COG and member agencies

162.02 Coordinate with Caltrans to ensure program meets Caltrans requirements
Responsible Party: Fresno COG

162.03 Develop scoring committee
Responsible Party: Fresno COG

162.04 Call for Projects
Responsible Party: Fresno COG

162.05 Project Selection
Responsible Party: Fresno COG and a scoring committee that includes representation from member agencies

162 Regional Sustainable Infrastructure Planning Program 2020/2021																	
Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
162.01 Subcommittee Meetings for Guideline Development	■		100%		■	■	■	■	■						
162.02 Caltrans Meeting									■						
162.03 Develop Scoring Committee							■	■	■						
162.04 Call for Projects										■	■	■	■		
162.05 Project Selection													■	■	■

162 Sustainable Planning Grant

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	RMRA 2020/21	LOCAL FUNDS
Salaries	0		0		
Benefits	0		0		
Overhead	0		0		
Total Staff Costs	0	0	0	0	0
Direct Costs					
Consultants		0	82,000	72,595	9,405
Grant Administration			10,093	8,935	1,158
Total Direct Costs	0	0	92,093	81,530	10,563
TOTAL	0	0	92,093	81,530	10,563
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%					

Consultants	
Sustainable Planning Gratn Program	82,000
Total	82,000

163 Freight Movement and Planning

Objective

Coordination with local, statewide, and federal freight planning efforts.

Discussion

Fresno COG understands the need for a comprehensive and coordinated effort for freight planning at the local and regional level. Fresno COG aims to achieve MAP-21 and FAST Act goals related to freight movement and economic vitality, which serves to improve the national freight network, strengthen rural communities' ability to access national and international trade markets, and support regional economic development.

The Fresno COG Overall Work Program and its Regional Transportation Plan incorporates planning factors that increase accessibility and mobility for freight, and that help enhance the transportation system's integration and connectivity across and among all the modes, people, and freight.

Fresno COG will achieve these goals by participation and monitoring of freight planning efforts in the State, as well as engage in studies and plans development if needed. Fresno COG led studies and plans will follow guidance from the California Freight Mobility Plan, Caltrans Comprehensive Multimodal Corridor Plan Guidelines (updated 2018), National Highway Freight Program, and California Sustainable Freight Action Plan.

Rail freight planning and coordination efforts are addressed in Work Elements 150 and 152.

Freight performance conditions and management are addressed in Work Element 171.

Caltrans programs addressing freight and corridor connectivity are addressed in Work Element 220.

Previous Work Completed

1. Reverse Triangle Study (Ongoing)
2. SJV Interstate 5 Corridor Study (2017)
3. San Joaquin Valley I-5/SR-99 Goods Movement Study (2016)
4. State Route 198 Corridor Preservation and Improvement Strategic Plan (2016)
5. San Joaquin Valley Interregional Goods Movement Plan (2013)
6. Truck Model Improvement Project (2007)
7. SJV Regional Goods Movement Action Plan (2007)
8. San Joaquin Valley Movement Studies, Phase I (2000) and Phase II (2002)
9. Caltrans Statewide Freight Study (2000)

Products

- Meeting agendas, minutes, action plans.
- Communications between Fresno COG and freight industry/businesses.
- Final study reports and plans.

Tasks

163.01 As needed, coordinate with Caltrans and FHWA on freight planning efforts on the local, regional, or state level.

163.02 As needed, coordinate with the San Joaquin Valley COGs on a unified freight planning effort.

163.03 As needed, participate in the Freight Advisory Committee, Interregional Goods Movement Technical Working Group, and technical advisory committees for the San Joaquin Valley Goods Movement Sustainable Implementation Plan and the San Joaquin Valley I-5 Goods Movement Safety Corridor Study.

163.04 Act as liaison with both the freight/goods movement industry and business communities as related to Fresno COG and San Joaquin Valley freight planning efforts.

163.05 As needed, participate in Statewide Coordination Process to designate Critical Urban and Rural Freight Corridors.

163.06 Assist with developing performance measures related to freight traffic.

163.07 Assist with monitoring state and federal funding source programs including the Solutions for Congested Corridors Program (SCCP), Trade Corridor Enhancement Program (TCEP), and National Highway Freight Program.

Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
163.01 State and Federal Coordination	■		30%	■	■	■	■	■	■	■	■	■	■	■	■
163.02 SJV Coordination	■		30%	■	■	■	■	■	■	■	■	■	■	■	■
163.03 Meetings Participation	■		20%	■	■	■	■	■	■	■	■	■	■	■	■
163.04 Communications Liaison	■		5%	■	■	■	■	■	■	■	■	■	■	■	■
163.05 Coordination for designation of Critical Corridors	■		5%	■	■	■	■	■	■	■	■	■	■	■	■
163.06 Performance measures assistance	■		5%	■	■	■	■	■	■	■	■	■	■	■	■
163.07 Funding source assistance	■		5%	■	■	■	■	■	■	■	■	■	■	■	■

163 Freight Planning

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	FTA 5303	FHWA PL
Salaries	0	0	2,808	1,710	1,098
Benefits	0	0	844	514	330
Overhead	0	0	2,354	1,434	920
Total Staff Costs	0	0	6,006	3,658	2,348
Direct Costs					
Agency Pass Thru					
Grant Administration					
Total Direct Costs	0	0	0	0	0
TOTAL	0	0	6,006	3,658	2,348
LTF MATCH 11.47%				420	269

170 Regional Transportation Plan

Objective

Fresno COG maintains a continuous, coordinated and comprehensive planning and implementation process. The Regional Transportation Plan (RTP) includes both long-range and short-range strategies and actions for implementing an integrated intermodal transportation system. It addresses the federally required planning factors emanating from MAP-21 and FAST Act, statewide transportation planning emphasis areas and legislative initiatives such as SB 375 and AB 32.

RTP is a fiscally constrained document, and is consistent with the Environmental Protection Agency's defined transportation conformity process and all local plans. The RTP also complies with the applicable requirement of 23 CFR Part 450, which regulates metropolitan transportation planning and programming. Additionally, as mandated by SB 375, the RTP includes a Sustainable Communities Strategy (SCS), that if implemented, will demonstrate that the region will achieve the greenhouse gas emission reduction targets set by the State. If an SCS is not feasible, then an APS should be included in the plan. The RTP also addresses transportation performance management required under 23 U.S.C. 150(c).

Discussion

The RTP is a long-range comprehensive planning document that provides guidance for the transportation investment in the region for the next two decades. It takes an integrated land use and transportation approach to promote a safe, sustainable and vibrant future for our communities. MPOs, including Fresno COG, have been applying scenario planning techniques in the RTP development process. Scenarios are created to reflect different visions for the region. These scenarios are then compared based on their performances in areas such as air quality improvement, congestion, Greenhouse Gas (GHG) reduction, farmland conservation, etc. Fresno COG conducts extensive outreach to collect input from the public and stakeholders. Workshops, online surveys, focus groups, scientific surveys, pop-up events, and community meetings have been extensively used in our dynamic outreach process. The Policy Board ultimately makes the decision on the preferred scenario after considering input from the public, stakeholders, and technical advisory committees.

In addition to meeting federal requirements for transportation conformity, fiscal constraint, transportation performance management, environmental justice, etc., the RTP is also required to satisfy the state mandates such SB 375 and SB 743. The federal and state mandates and best practices are documented in the 2017 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations, which was adopted by the California Transportation Commission in January 2017.

Fresno COG is in the process of implementing the 2018 RTP/SCS and will kick-off the 2022 RTP/SCS in the summer of 2020. Early activities before the official launch include focus group meetings, public participation plan update, scientific survey, etc. The new features of the 2022 RTP/SCS include development of futures in combination with scenarios, new GHG reduction targets of 6 percent and 13 percent, application of Fresno COG's newly developed ABM, and a new and more readable format of the RTP document. The sixth cycle Regional Housing Needs Allocation (RHNA) process will take place simultaneously with the RTP, and will be consistent with the assumptions in the RTP. In addition, the ARB published its final SCS Evaluation Guidelines in November 2019. Fresno COG's 2022 SCS will be developed in accordance with the new guidelines.

Previous work completed

In May 2014, the Fresno COG Policy Board directed staff to develop three SCS programs to ensure continuous implementation of strategies in the 2014 RTP/SCS. These SCS implementation programs are: the Transportation Needs Assessment Program, the Sustainable Infrastructure Planning Grant Program, and the Agricultural Mitigation Program. The Transportation Needs Assessment Program was completed in September 2016; Fresno COG's Policy Board adopted the Agricultural Mitigation Program White Paper; the Sustainable Infrastructure Planning Grant Program has been funded with SB 1 planning grant funds and was launched in 2018. The ARB completed reviewing the 2018 SCS and made a positive determination of the SCS meeting the GHG reduction targets. COG staff has also been involved in ARB's SCS review guideline update and the SB 150 report. COG staff completed the RTP project mapping tool; updated the demographic forecast; hosted focus group meetings to develop futures alternatives; updated the public participation plan; conducted a scientific survey to gauge the public on their priorities; and recruited stakeholders for the RTP Roundtable.

Products

1. RTP futures & scenarios
2. RTP project submittal
3. Revenue projection
4. Request for proposals for the 2022 RTP/SCS Program Environmental Impact Report (PEIR)
5. Notice of Preparation for the 2022 RTP/SCS PEIR
6. RTP Community mini grant signed contracts and updated outreach plans

7. RTP outreach materials
8. Community needs suggestions submitted at workshops and online
9. RTP Roundtable meeting agendas and materials

Tasks

170.01 Develop SCS scenarios and update performance indicators
170.02 Conduct model runs for the scenarios
170.03 Issue call for projects
170.04 Develop revenue projection
170.05 Conduct community needs workshops
170.06 Outreach communications via meeting agendas, email, website and social media
170.07 Issue request for proposals (RFP) for the 2022 RTP/SCS Program Environmental Impact Report (PEIR)
170.08 Conduct kick-off meeting for the 2022 RTP/SCS PEIR
170.09 Begin data collection for the 2022 RTP/SCS PEIR
170.10 Prepare and issue the Notice of Preparation for the 2022 RTP/SCS PEIR
170.11 Staff RTP Roundtable for development of the RTP/SCS

170 Regional Transportation Plan

Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
170.01 Develop an online RTP project mapping tool	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
170.02 Conduct focus group meetings and the scientific survey	■	■	20				■	■	■	■					
170.03 Updated COG PPP	■		5						■	■	■	■			
170.04 PPP 45-day Public Review and Comment/edits	■		2							■	■				
170.05 Present PPP to Boards and Committees	■		2								■	■			
170.06 Mini Grant applications released and grantees selected	■		2										■	■	■
170.07 Begin outreach communications	■		23						■	■	■	■	■	■	■
170.08 Issue RFP for the 2022 RTP/SCS PEIR	■		2				■								
170.09 Kick-Off Meeting for the 2022 RTP/SCS PEIR	■	■	2							■					
170.10 Data collection for the 2022 RTP/SCS PEIR	■	■	20								■	■	■	■	■
170.11 Notice of Preparation for the 2022 RTP/SCS PEIR	■	■	2									■			

170 Regional Transportation Plan

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	FTA Carry Fwd	FHWA PL	FHWA Carry Fwd
Salaries	184,259	176,101	290,449		290,449	
Benefits	65,454	58,660	102,802		102,802	
Overhead	48,162	163,629	253,411		253,411	
Total Staff Costs	297,876	398,390	646,662	0	646,662	0
Direct Costs						
Consultants	2,717	0	250,000	125,000	0	125,000
Supplies/Printing		10,000	10,000			10,000
Workshops	0	5,000	10,000		0	10,000
Promotion/Outreach	0	53,000	15,000		0	15,000
Total Direct Costs	2,717	68,000	285,000	125,000	0	160,000
TOTAL	300,593	466,390	931,662	125,000	646,662	160,000
LTF MATCH 11.47%						
TOLL CREDIT MATCH 11.47%				14,338	74,172	18,352

	Total	FTA Carry Fwd	FHWA PL	FHWA Carry Fwd
Consultants				
RTP EIR	250,000	125,000		125,000
Total Consultants	250,000	125,000	0	125,000

171 Transportation Performance Management

Objective

Comply with Moving Ahead for Progress in the 21st Century Act (MAP-21) requirement for Transportation Performance Management and work with federal/state agencies, local governments and stakeholders to establish appropriate targets for the region.

Discussion

Federal transportation bills MAP-21 and the Fixing America's Surface Transportation (FAST) Act require MPOs to conduct performance-based planning and focus on achieving performance outcomes. FHWA defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

Transportation performance is managed through different metrics, including safety, bridge and pavement conditions, congestion/system performance and transit asset management. Each performance area contains a series of performance measures that MPOs need to set targets for their respective region.

- Safety (PM1): achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Pavement and Bridge (PM2): maintain the highway infrastructure asset system in a state of good repair.
- System Performance/Freight/CMAQ (PM3): achieve a significant reduction in congestion on the National Highway System.
- Transit Asset Management: maintain the transit capital assets in a state of good repair.

Previous work completed

The 2018 Fresno COG safety performance targets were set in February 2018 for each of the five safety performance measures: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries, and number of non-motorized fatalities and serious injuries. Fresno COG adopted evidence-based targets which project future year fatalities and serious injuries based on recent trends.

Two-year and four-year targets were set in November 2018 for the six PM2 performance measures and four PM3 performance measures that apply to Fresno COG. Fresno COG supports the statewide targets for all measures.

Fresno COG developed the 2018 regional TAM targets by weighting the targets set by the local transit providers, Fresno Area Express (FAX) and Fresno County Rural Transit Agency (FCRTA). The transit asset management targets as well as the transit asset management plan by each transit agency were referenced in the 2019 TIP amendment.

Products

1. 2020 Safety performance targets
2. Database of past and existing safety performance conditions.
3. Database of past and existing pavement and highway performance conditions.
4. Database of past and existing system performance conditions.

Tasks

171.01 Update safety performance database with latest data and establish 2020 safety performance targets.
171.02 Organize safety advisory committee for ongoing discussion of safety facts and improvements.
171.03 Apply for grant used for education campaigns on transportation safety.
171.04 Combine and integrate data from various sources into databases storing all past and existing performance conditions.

171 Transportation Performance Management

Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
171.01 Update safety performance database with latest data and establish 2020 safety performance targets.	■		30				■	■	■	■					
171.02 Organize safety advisory committee for ongoing discussion of safety facts and improvements.	■		30	■			■				■			■	
171.03 Apply for grant used for education campaigns on transportation safety.	■		30	■	■	■	■	■							
171.04 Combine and integrate data from various sources into databases storing all past and existing performance conditions	■		10								■	■	■	■	■

171 Transp Performance Management

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	FTA 5303	FHWA PL
Salaries	41,482	41,332	21,363	17,279	4,084
Benefits	14,736	12,174	6,496	5,254	1,242
Overhead	10,843	37,294	17,952	14,521	3,431
Total Staff Costs	67,061	90,800	45,811	37,054	8,757
Direct Costs					
Total Direct Costs	0	0	0	0	0
TOTAL	67,061	90,800	45,811	37,054	8,757
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				4,250	1,004

172 Congestion Management Process (CMP)

Objective

To implement Fresno COG's most recent Congestion Management Process (CMP) update and continue to monitor regional congestion and system performance.

Discussion

The final rule for the Federal Management and Monitoring Systems (Title 23 Code of Federal Regulations Chapter I, Subchapter F, Part 500) defines an effective CMP as a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet State and local needs.

Fresno COG's Policy Board approved its 2017 CMP update final report in October 2017, guided by a CMP committee that comprised member agencies, Caltrans, transit operators and public stakeholders. The 2017 CMP update process used the most recent edition of FWHA's "The Congestion Management Process: A Guidebook" to guide the efforts.

Previous work completed

Working in partnership with FHWA, Fresno COG identified and developed a scope of work for the 2017 CMP update. The steering committee redefined the CMP network, limited it to the major freeways in the urban area, and established three performance measures for monitoring, e.g.: travel time index, planning time index and delay. Staff developed a congestion monitoring dashboard for the Fresno region that provides live-speed information on a website for the major freeways in the Fresno/Clovis Metro Area and also analyzes historical performance based on the identified performance measures. The committee also defined congestion in Fresno County. Fresno COG identified an approach to integrate the CMP into the TIP planning process. Speed and crash data were mapped and provided to the Surface Transportation Block Grant (STBG) project selection process.

As part of the CMP program, Fresno COG received $20,000 from the FHWA Bicycle-Pedestrian Count Technology Program in spring 2015 to deploy automated pedestrian and bicycle counting equipment and encourage non-motorized count collection efforts in the MPO planning areas. The bicycle-pedestrian count program concluded in spring 2016. Member agencies continued to use the portable bike and pedestrian counters in their data collection efforts for bike/pedestrian activities.

Products

1. Congestion Monitoring Dashboard in conjunction with statewide PeMS

Tasks

172.01 Maintain the Congestion Monitoring Dashboard
172.02 Continue to provide bike/pedestrian counters to member agencies for their data collection efforts
172.03 Provide speed and crash mapping to the STBG project selection process for scoring purposes
172.04 Monitor and perform the SOV analysis process for any SOV projects on the CMP network

172 Congestion Management Process

Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
172.01 Maintain the Congestion Monitoring Dashboard	■		5	■	■	■	■	■	■	■	■	■	■	■	■
172.02 Provide bike/ped counters to member agencies		■	40	■	■	■	■	■	■	■	■	■	■	■	■
172.03 Provide speed and crash data to STBG scoring process			25							■		■			
172.04 Monitor and conduct SOV analysis	■		30	■	■	■	■	■	■	■	■	■	■	■	■

172 Congestion Management Program

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	FTA 5303	FHWA PL
Salaries	27,142	18,274	15,535	15,535	
Benefits	9,642	5,875	5,102	5,102	
Overhead	7,094	16,832	13,299	13,299	
Total Staff Costs	43,878	40,981	33,936	33,936	0
Direct Costs					
Consultants	21,276	20,000	20,000	0	20,000
Total Direct Costs	21,276	20,000	20,000	0	20,000
TOTAL	65,154	60,981	53,936	33,936	20,000
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				3,892	2,294

	Total	FTA 5303	FHWA PL
Consultants			
CMP Update	20,000		20,000
Total Consultants	20,000	0	20,000

180 Air Quality Transportation Planning

Objective

The Air Quality Transportation Planning work element provides for a coordinated transportation and air quality planning process. Both the federal and California clean air acts require that transportation plans, programs and projects conform to state implementation plans (SIPs), and establish the criteria and procedures for determining whether or not they conform.

Discussion

Transportation conformity is required by section 176(c) of the 1990 Federal Clean Air Act. Transportation conformity to a State Implementation Plan (SIP) means that on-road transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. In nonattainment and maintenance areas, federal regulations require that Regional Transportation Plans (RTPs), Federal Transportation Improvement Programs (FTIPs) and federally funded or approved highway and transit activities demonstrate transportation conformity.

Regional Transportation Plan Conformity
Transportation conformity is intended to ensure that federal funding and approval are given to those transportation activities that support SIP purposes and goals. Conformity ensures that these transportation activities do not degrade air quality and that they support NAAQS attainment. The MPO and the US DOT (FHWA/FTA) have a responsibility to ensure that the RTP conforms to the SIP.

The Federal transportation conformity rule requires interagency consultation on issues that would affect the conformity analysis, such as the underlying assumptions and methodologies used to prepare the analysis. Interagency consultation is generally conducted through the San Joaquin Valley COG Directors' Association-Interagency Consultation Group (IAC).

Previous work completed

- Updates/presentations/information to member agencies on revisions, amendments and guidance developed from federal and California clean air acts
- Memorandum of understanding among the eight MPOs in the San Joaquin Valley air basin and the SJVAPCD.
- Emissions travel forecasts
- Provided updated travel factors to the SJVAPCD
- Assisted SJVAPCD in developing the 2007 Eight-hour Ozone Plan, the 2008 PM2.5 Plan, the 2007 PM10 Maintenance Plan and request for redesignation and the CO Maintenance Plan, 2012 PM2.5 Plan, 2015 PM2.5 Plan, Air District rules, and transportation conformity determinations (2010, 2011, 2012, 2014, 2015, 2017)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) 2019-20 call for projects: Process involved a series of meetings with member agencies, stakeholders, developing application packet, compiled projects submitted, calculated emission reductions and cost-effectiveness, convened the scoring committee, and presented the committees' recommended projects to the Fresno COG Policy Board for approval. Fresno COG continues to manage and assist member agencies in the delivery of these projects.
- 2019 Conformity Analysis for the 2019 FTIP amendments and 2018 RTP amendments
- Project-level conformity determinations (hot-spot assessments)
- Valleywide Model Steering Committee meetings
- Statewide Conformity Working Group meetings
- San Joaquin Valley Clean Cities Coalition meetings
- California Federal Programming Group meetings
- Transportation conformity in the San Joaquin Valley presentation for Caltrans district project managers

Products

1. Various air quality efforts/outreach/work products/sharing best practices with the SJVAPCD and other Valley MPOs' support staff. (i.e., development of new incentive programs, evaluation of public outreach programs, providing member contact information for the SJVAPCD)
2. New motor vehicle emission budgets in support of State Implementation Plans (SIPs), new national ambient air quality standards and updates to EMFAC (EMissions FACtor-ARB's mobile source model).
3. San Joaquin Valley COG Directors Association-Interagency Consultation Group (IAC) to address pertinent transportation modeling, air quality modeling, and transportation conformity analysis issues.
4. Annual CMAQ Improvement Program Report
5. Project-level conformity determinations (hot-spot assessments)
6. Conformity analysis including model runs for each regionally significant FTIP amendment, and RTP

7. Monitor and implement federal air quality regulations. Assure compliance with regulations
8. Interregional IAC meetings and Statewide Air Quality Conformity Working Group meetings
9. Valley air quality workshops.
10. Support for member agencies in programming/delivering their CMAQ projects.
11. Updates to Fresno COG Transportation Technical Committee (TTC) Policy Advisory Committee (PAC) and Policy Board regarding air quality regulatory actions and Fresno COG planning processes.

Tasks

180.01 Monitor State and federal guidance related to air quality transportation planning requirements.
180.02 Provide technical support and assistance on applicable transportation planning issues to the San Joaquin Valley Air Pollution Control District (SJVAPCD).
180.03 Participate with the other Valley MPOs in the San Joaquin Valley COG Director's Association- IAC to address pertinent transportation modeling, air quality modeling, and conformity analysis issues.
180.04 Conduct conformity determinations to ensure that the Regional Transportation Plan, FTIP, and subsequent amendments conform to the State Implementation Plans (SIPs), required by laws and regulations.
180.05 Submit future-year travel forecasts to the SJVAPCD and the California Air Resources Board.
180.06 Work with the SJVAPCD and other agencies in determining whether there are TCMs, Reasonably Available Control Measures (RACM) and/or Best Available Control Measures (BACM), which could be pursued for congestion reduction or inclusion in attainment demonstration plans.
180.07 Participate in truck and goods movement studies along with the SJVAPCD, MPOs, and other government agencies.
180.08 Continue with the ongoing public education process and work to develop outreach programs on conformity, air quality, and other transportation issues.
180.09 Assist local agencies with emissions calculations and offer general support for projects funded through the CMAQ program.
180.10 Work with the SJVAPCD and California Air Resources Board to jointly evaluate EMFAC (EMissions FACtor model) and California mobile source control measures on motor vehicle emissions projections.
180.11 Identify methods, procedures, and/or alternatives to analyzing the effect of transportation modes, infrastructure and land use patterns on air quality.

180 Air Quality/Transportation Planning

Task Description	COG	PARTNERS	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
180.01 Monitor State/Federal guidance	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.02 Tech Assist to SJVAPCD	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
180.03 Interagency Consultation Group	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
180.04 Conformity determinations	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
180.05 Submit travel forecasts	■	■	5				■	■	■						
180.06 TCMs/RACM/BACM	■	■	5	■	■	■	■	■	■	■					
180.07 Truck movement studies	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.08 Public Education	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.09 CMAQ Emissions	■	■	25			■	■	■	■	■	■	■	■	■	
180.10 Evaluate EMFAC Updates	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
180.11 Evaluate emission impacts	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■

180 Air Quality/Trans. Planning

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	FTA 5303
Salaries	72,193	58,309	51,447	51,447
Benefits	25,645	19,819	17,519	17,519
Overhead	18,870	54,455	44,442	44,442
Total Staff Costs	116,709	132,583	113,408	113,408
Direct Costs				
Agency Pass Thru	32,152	65,000	65,000	65,000
Grant Administration				
Total Direct Costs	32,152	65,000	65,000	65,000
TOTAL	148,861	197,583	178,408	178,408
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				20,463

	Total	FTA 5303
Consultants		
Air Quality Liaison - San Joaquin COG	65,000	65,000
Total Consultants	65,000	65,000

Transportation Program Development

210 Measure C Reauthorization Implementation

Objective

To provide the organizational structure, planning and staffing for an expenditure plan that guides the Measure C half cent sales tax measure.

Fresno COG continues to provide planning and financial services for several Measure C programs including the: Regional Transportation Program, Senior Scrip Program, Carpool Incentive Program, Commuter and Agricultural Worker Vanpool Subsidy programs and the Regional Transportation Mitigation Fee Program. Fresno COG staff also assists with the Measure C Transit-Oriented Development Program, the New Technology Reserve Fund and provides staff support to the Measure C Citizens Oversight Committee.

Discussion

In its role as the state designated Regional Transportation Planning Agency for Fresno County, Fresno COG is legislatively responsible for preparing an expenditure plan that identifies the expenditures of revenues generated from a local sales tax measure dedicated to transportation. Measure C provides dedicated transportation funding revenues to address regional and local needs through 2027.

Products

1. Strategic Implementation Plan
2. Public transportation infrastructure study
3. Senior Scrip, Measure C Carpool Incentive, Commuter and Agricultural Worker Vanpool Program, and the Regional Transportation Mitigation Fee Program implementation plans and strategies
4. Measure C Regional Transportation Plan Update
5. Measure C Regional Transportation Short-Term Program
6. Updates to the Strategic Implementation Plan for all Measure C programs that Fresno COG oversees
7. Update to the *Regional Transportation Program* component of Measure C Expenditure Program
8. Programming updates to the Measure C expenditure program in the Federal Transportation Improvement Program (FTIP)
9. Staff support for the Measure C Citizens Oversight Committee
10. List of recommended projects to award screened by the New Technology Multidisciplinary Advisory Group and approved by the FCOG Policy Board to FCTA Board
11. New Technology reserve fund projects
12. Measure C Steering Committee to oversee the renewal of Measure C III

Tasks

210.01 Update Measure C Strategic Implementation Plans for Measure C's regional subprograms as needed
210.02 Address other implementation requests and requirements as issues arise
210.03 Administer sixth funding cycle, reconvene the TOD Technical Advisory Committee (TAC) and review the 2019 TOD program guidelines and policies after the sixth funding cycle is completed.
210.04 Oversee and document the Measure C: Senior Scrip Program, Regional Transportation Mitigation Fee Program, Commuter and Agricultural Worker Vanpool Programs, New Technology Reserve Fund and Carpool Incentive Program.
210.05 Staff support and administration for all aspects of the Measure C Citizens Oversight Committee, including meetings, recruitment, communications, and annual report support
210.06 Monitor New Technology reserve funding projects
210.07 Administer current funding cycle of the New Technology Reserve Fund Grant
210.08 Provide leadership, staff support and planning expertise for the initial Measure C III renewal effort and steering committee

210 Measure "C" Reauthorization Implementation

Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
210.01 Update Strategic Implementation Plans as needed	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■
210.02 Address other implementation requests and requirements	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
210.03 Administer current funding cycle, and review TOD Program Guidelines and Policies	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■
210.04 Oversee and document the Measure C: Taxi Scrip Program, Regional Transportation Mitigation Fee Program, Commuter and Agricultural Worker Vanpool Programs, New Technology Reserve Fund and Carpool Incentive Program.	■	■	40	■	■	■	■	■	■	■	■	■	■	■	■
210.05 Staff and Administer the Citizens Oversight Committee	■	■	12	■	■	■	■	■	■	■	■	■	■	■	■
210.06 Monitor New Technology Reserve Funding Projects	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■
210.07 Administer current funding cycle of the New Technology Reserve Fund Grant	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■
210.08 Measure C III renewal effort	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■

210 Measure "C" Extension

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	LOCAL FUNDS
Salaries	191,596	140,412	158,339	158,339
Benefits	68,061	48,308	56,243	56,243
Overhead	50,080	131,538	138,277	138,277
Total Staff Costs	309,737	320,258	352,859	352,859
Direct Costs				
Consultants		30,000	40,000	40,000
Agency Pass Thru	1,435,387	4,521,580	4,030,637	4,030,637
Grant Administration				
Total Direct Costs	1,435,387	4,551,580	4,070,637	4,070,637
TOTAL	1,745,124	4,871,838	4,423,496	4,423,496

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

	Total	LOCAL FUNDS
Consultants		
Measure "C" Update	40,000	40,000
Total Consultants	40,000	40,000
Agency Pass Thru		
FSU Transportation Institute	2,724,466	2,724,466
FCRTA Electric Vehicles	1,306,171	1,306,171
Total Agency Pass Thru	4,030,637	4,030,637

211 Measure C Citizen Oversight Committee

Objective

To inform the public and to ensure that the Measure C funding program revenues and expenditures are spent as promised in the 2006 Measure C Extension Expenditure Plan.

Discussion

The 2006 Measure C Extension Expenditure Plan calls for a Citizens Oversight Committee (COC) to review spending under the transportation sales tax. The Committee may receive, review and recommend any action or revision to plans, programs, audits or projects that is within the scope of its purpose stated above.

Previous work completed

The thirteen member Citizen Oversight Committee formed in March 2007 with members appointed by the Fresno County Mayors' Select Committee. The Oversight Committee meetings continue on an as-needed basis, not typically occurring more than once per month.

Products

1. Local agency budget reports
2. Citizen Oversight Committee formal annual report
3. Meeting agendas, minutes, attachments
4. Install new COC members
5. Maintain COC webpage

Tasks

211.01 Prepare, publish and print meeting agendas and materials, notifying the committee and interested parties of agenda packet availability
211.02 Design, publish, email, review and submit Citizen Oversight Committee local agency reporting budget forms for all local agencies receiving Local Measure C funds
211.03 Provide Citizen Oversight Committee members with information and staff support needed to write and publish their formal annual report to the public
211.04 Recruit new members to fill available positions due to term expiration or resignation
211.05 Communicate with Citizen Oversight Committee members regarding committee business via phone and email
211.06 Work as liaison between local agencies and Citizen Oversight Committee members
211.07 Update the Fresno COG website with current meeting and committee information
211.08 Communicate with FCTA regarding issues and concerns of the committee, and supply the committee with FCTA information and reports

211 Measure C Citizen Oversight Committee															
Task Description	COG	FCTA	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
211.01 Meeting agendas, materials	■	■	30			■	■	■	■	■	■	■	■	■	
211.02 COC Local Agency Reporting Forms	■	■	25	■	■	■	■	■	■	■				■	■
211.03 Annual Report assistance	■	■	5				■	■	■	■					
211.04 Recruiting new members	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
211.05 Communication with COC members	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
211.06 Liaison between COC and locals	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■
211.07 Update Fresno COG website	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■
211.08 Liaison between FCTA and COC	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■

211 Measure "C" Oversight Committee

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	LOCAL FUNDS
Salaries	13,521	11,459	11,079	11,079
Benefits	4,803	3,898	3,919	3,919
Overhead	3,534	10,704	9,664	9,664
Total Staff Costs	21,858	26,061	24,662	24,662
Direct Costs				
Other Misc Expense	929	1,000	1,000	1,000
Total Direct Costs	929	1,000	1,000	1,000
TOTAL	22,787	27,061	25,662	25,662

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

212 Measure C Carpool/Vanpool Programs

Objective

To encourage carpooling and commuter vanpooling in Fresno County.

Discussion

The 2006 Measure C Extension Expenditure Plan funds the carpool incentive and vanpool subsidy programs. Fresno County Transportation Authority (FCTA), charged Fresno COG with administering, overseeing and implementing the Measure C carpool/vanpool programs due to its staff's expertise in ridesharing. The commuter vanpool program provides an equal opportunity for both public and private industry competition, as well as potential public/private partnerships, offering subsidies and reimbursements for new and existing vanpools originating within Fresno County. The Carpool Incentive Program offers Fresno County commuters an opportunity to be chosen for monthly incentive awards by registering for the Measure C Carpool Incentive Program online at www.valleyrides.com and submitting carpool logs through the program's system. Awards are given pending the completion, submission and approval of required online information. Participants also qualify for the annual grand prize giveaway.

Previous work completed

Fresno COG has operated the Measure C Carpool Incentive Program for 10 years, hosting the tenth annual Grand Prize Giveaway in May 2019. COG staff also awards participants up to $2,000 in prizes per month. In 2019, staff also launched a new Valleyrides.com rideshare platform to host the Measure C Carpool Program, provide ride-matching functions for car, van and bike pools and merging it with the sjv511.org commuter information website. Fresno COG experienced more than a 60 percent increase in commuter vanpool applications after a guidelines update that provided a monthly lease subsidy for existing vanpools operating beyond their second year.

Products

1. Measure C Carpool/Vanpool) incentive program rules, regulations, forms, and outreach materials
2. Measure C Carpool Program Grand Prize Giveaway event
3. Monthly Measure C Carpool incentive awards
4. Valleyrides website, rideshare registrations, ridematch and outreach portal
5. Commuter vanpool subsidies provided to eligible vanpoolers

Tasks

212.01 Coordinate the Measure C carpool grand prize giveaway event and purchase prizes
212.02 Evaluate previous fiscal years' programs and events
212.03 Publicize the programs via website, email, public service announcements, community events, presentations, news articles, media and other cost effective means available, offering assistance to employers to help start or promote rideshare programs within their companies
212.04 Post and update all related information and forms on Fresno COG and Valleyrides' websites
212.05 Receive and evaluate all applications for each vanpool
212.06 Field calls from the public, answer emails and assist walk-in traffic
212.07 Notify recipients and sign agreements/forms with vanpool providers
212.08 Coordinate all aspects of the monthly Measure C carpool incentive award giveaways. Dispense incentive awards. Document all purchases and disbursements
212.09 Receive and process monthly vanpool invoices and mail out subsidies and reimbursements
212.10 Submit claim forms to FCTA
212.11 Complete bi-monthly, quarterly and year-end reports

212 Measure C Carpool/Vanpool Programs															
Task Description	COG	FCTA	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
212.01 Carpool Grand Prize Giveaway	■	■	20	■	■	■	■	■				■	■	■	■
212.02 Evaluate programs	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
212.03 Publicize Programs	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
212.04 Maintain websites	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
212.05 Vanpool applications	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
212.06 Calls, emails walk-in traffic	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■
212.07 Notify/sign providers	■	■	8	■	■									■	■
212.08 Carpool Monthly Incentive Awards	■	■	12	■	■	■	■	■	■	■	■	■	■	■	■
212.09 Monthly vanpool invoices	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
212.10 Claim forms to FCTA	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■
212.11 Reporting	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■

212 Measure "C" Ride Share/Van Pool

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	LOCAL FUNDS
Salaries	53,602	43,914	46,718	46,718
Benefits	19,041	17,099	18,481	18,481
Overhead	14,011	42,526	42,015	42,015
Total Staff Costs	86,654	103,539	107,214	107,214
Direct Costs				
Consultants				
Supplies/Printing	2,503	10,440	10,000	10,000
Software Support & Maint	6,693	32,000	30,000	30,000
Promotion/Outreach	16,072	60,000	100,000	100,000
Carpool Subsidy	45,600	48,000	48,000	48,000
Prizes & Awards	30,500	32,000	32,000	32,000
Commuter Van Pool Subsidy	244,574	185,000	488,000	488,000
Grant Specific Travel	76	500	1,000	1,000
Total Direct Costs	346,018	367,940	709,000	709,000
TOTAL	432,672	471,479	816,214	816,214

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

214 Measure C ADA/Seniors/Paratransit Senior Scrip Program

Objective

Administer the Measure C Senior (formerly Taxi) Scrip Program, enhancing senior transportation services for persons 70 years of age and older who live in the Fresno County region.

Discussion

Measure C funds the Senior Scrip Program by allowing participants to purchase up to $100 worth of paper or electronic scrip for $25 each month. The program is evaluated yearly to determine if it meets intended goals for increased ridership and quality service. The Senior Scrip program should provide an equal opportunity for potential public and private partnerships. Fresno County Transportation Authority (FCTA) charged Fresno COG with administering the Measure C Senior Scrip Program.

Previous work completed

Fresno COG developed implementing guidelines for the Senior Scrip Program in February 2008. Staff continues to progress toward an automated, online program that allows scrip purchases using a credit card for payment. Past efforts to automate the program resulted in a six-month pilot program with GoGoGrandparent that began November 1, 2018. GoGoGrandparent is a service that orders Lyft and Uber rides for seniors without the need of a smart phone. Sixty-three seniors participated in the pilot and offered feedback on the service every month in exchange for a complementary $50 credit to their Senior Scrip account. The pilot program was so successful that a full-time GoGoGrandparent partnership was launched on July 1, 2019, allowing Senior Scrip program users to access both electronic scrip usage via Lyft and Uber and hard copy scrip for taxi fares.

Products

1. Senior Scrip transportation subsidy program database management system, maintenance and updates
2. Outreach program materials and webpage
3. Agreements with GoGoGrandparent, taxi companies and EOC Transit to provide transportation services, and with local agencies for the sale of scrip to seniors
4. Annual reports and quarterly reporting

Tasks

214.01 Evaluate reporting procedures and monitor online database for accuracy.
214.02 Publicize the Senior Scrip program via website, email, public service announcements, news articles, community events and other means available to all Fresno County residents
214.03 Post all related information and forms on websites and keep updated
214.04 Field calls from the public, assist walk-in traffic, and answer emails
214.05 Address complaints received from participants regarding Taxi Companies/transportation providers using Fresno COG rules/consequences, and complaint procedures, along with the City's established rules and fines.
214.06 Receive and evaluate all applications for Senior Scrip Program and proxy designation forms
214.07 Monitor Senior Scrip usage and replenish stock as needed.
214.08 Receive and process mail orders, invoices, reimbursements and sales. Review transportation provider claims for accuracy and reimbursement.
214.09 Maintain partnership with various local vendors to act as currency distributors; collecting; applications, and preparing quarterly vendor invoice statements.
214.10 Complete bi-monthly, quarterly and annual reports.

214 Measure C ADA/Seniors/Paratransit Taxi Scrip Program																
Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
214.01 Reporting Procedures	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
214.02 Publicize program	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
214.03 Post on websites	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■
214.04 Answer calls and emails	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
214.05 Participant Complaints	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
214.06 Review applications	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
214.07 Swipe Usage/Stock	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■
214.08 Process orders /reimbursement	■	■	30	■	■	■	■	■	■	■	■	■	■	■	■
214.09 Partnership with vendors	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■
214.10 Compiling Reports	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■

214 Measure "C" ADA/Seniors

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	LOCAL FUNDS
Salaries	94,579	70,816	77,460	77,460
Benefits	33,597	28,496	32,258	32,258
Overhead	24,722	69,220	70,702	70,702
Total Staff Costs	152,898	168,532	180,420	180,420
Direct Costs				
Consultants	24,000			
Supplies/Printing	9,597	14,000	14,000	14,000
Software Support & Maint	11,380	60,000	40,000	40,000
Promotion/Outreach	15,862	100,000	100,000	100,000
Taxi Scrip	382,276	470,000	480,000	480,000
Grant Specific Travel	112	700	1,000	1,000
County Counsel	1,940			
Temporary Help		10,000	0	0
Other Misc Expense	2,221	2,000	2,000	2,000
Total Direct Costs	447,388	656,700	637,000	637,000
TOTAL	600,286	825,232	817,420	817,420

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

215 Measure C Agricultural Worker Vanpool Program

Objective

Administer the Measure C Agricultural Worker Vanpool Program, encouraging vanpooling participation in Fresno County.

Discussion

The 2006 Measure C Extension Expenditure Plan funds a farmworker vanpool program. Fresno County Transportation Authority (FCTA) charged Fresno COG with administering and implementing the Measure C Agricultural Worker Vanpool Program due to COG's staff expertise in ridesharing.

The Agricultural Worker Vanpool Program provides an equal opportunity for both public and private industry competition as well as potential public/private partnerships. The program offers subsidies and reimbursements for new and existing vanpools that originate within Fresno County.

Previous work completed

The program began in March 2008 with program information extended to the media, farm labor contractors, and all Fresno COG contacts via email and hard copy letter, as well as on Fresno COG's website and on valleyrides.com, Fresno COG's ridesharing website.

In early 2018, Fresno COG staff opened a diverse and extensive grassroots outreach program in partnership with multiple non-profit organizations to increase active awareness and participation in the Measure C Agricultural Worker Vanpool program. A no-cost, one-year extension was granted to achieve contract goals that were hindered due, in part, to delayed fabrication and delivery of agworker vans.

Products

1. Vanpool subsidy program for agricultural workers
2. Grassroots outreach program to increase participation
3. Valleyrides website/Spanish – rideshare registration, ride-match, outreach portal

Tasks

215.01 Evaluate reporting procedures
215.02 Publicize the Agricultural Worker Vanpool program via website, email, community events, public service announcements, news articles, and other means available to all Fresno County residents including the Tribal membership and employees.
215.03 Post all related information and forms on websites and keep updated
215.04 Receive, evaluate, document and process all applications for each Agricultural Worker Vanpool applicant
215.05 Notify recipients and sign agreements/forms with vanpool providers.
215.06 Receive, evaluate, document and process monthly invoices
215.07 Submit claim forms to the FCTA
215.08 Complete bi-monthly, quarterly and annual reports of the program accomplishments
215.09 Field calls and answer emails regarding the program
215.10 Ag Worker Vanpool RFP/outreach activities

215 Measure C Farmworker Vanpool Program

Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
215.01 Reporting procedures	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■
215.02 Publicize the program	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■
215.03 Post on websites	■	■	4	■	■	■	■	■	■	■	■	■	■	■	■
215.04 Vanpool applications	■	■	24	■	■	■	■	■	■	■	■	■	■	■	■
215.05 Notify/sign providers	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
215.06 Process monthly invoices	■	■	24	■	■	■	■	■	■	■	■	■	■	■	■
215.07 Claim forms to FCTA	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
215.08 Generate reports	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
215.09 Answer calls and emails	■	■	7	■	■	■	■	■	■	■	■	■	■	■	■
215.10 Ag Worker RFP/outreach	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■

215 Measure "C" Farm Worker Van Pool

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	LOCAL FUNDS
Salaries	13,768	15,196	14,428	14,428
Benefits	4,891	6,222	6,033	6,033
Overhead	3,599	14,928	13,185	13,185
Total Staff Costs	22,258	36,346	33,646	33,646
Direct Costs				
Supplies/Printing	400	2,000	2,000	2,000
Software Support & Maint	20,000	20,000	5,000	5,000
Promotion/Outreach	10,686	100,000	100,000	100,000
Farm Worker Van Pool Subsidy	352,886	560,000	560,000	560,000
Grant Specific Travel			500	500
Total Direct Costs	383,972	682,000	667,500	667,500
TOTAL	406,230	718,346	701,146	701,146

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

220 Transportation Program Development

Objective

Identify transportation improvements within a short-range period in compliance with federal and state requirements.

Discussion

State law and federal regulations require regional transportation planning agencies to prepare Transportation Improvement Programs (TIPs). TIPs are formulated on two levels: state and federal. No transportation project can receive either federal or state funds unless it appears in an appropriate TIP.

The federal TIP is a short-range transportation capital improvement program showing a minimum of four years. It is updated as needed to satisfy federal requirements, but no less than every four years. The first four years are commitments of funding and any additional years shown are for informational purposes only. The federal TIP is a fiscally constrained document. In addition, the federal TIP must undergo a separate air quality conformity determination to ensure the short-range projects do not slow the implementation of transportation control measures or degrade the air quality. The federal TIP must conform to the longer-range Regional Transportation Plan (RTP) and must also incorporate appropriate projects from the Congestion Management Process (CMP). All transportation modes are included in the federal TIP.

The State Transportation Improvement Program (STIP) is also a short-range transportation capital improvement program. This program experienced significant changes with the passage of SB 45, which encouraged decision making through partnerships; modified the STIP and RTIP cycle, program components, and expenditure priorities; and called for greater regional agency fiscal accountability in the STIP process.

Senate Bill 1 (SB 1) provides funding to new state competitive funding programs as well as increased funding for current state programs including the STIP, Active Transportation Program and planning grants. New programs include Trade Corridor Enhancement Program, Solutions for Congested Corridors Program and Local Partnership Program.

Special emphasis has been given to selecting transportation projects that emphasize "safety", "security", and that align with the Sustainable Communities Strategy through the regional bid process. Federal Surface Transportation Program "lifeline," or locally controlled, funds equate to approximately 60 percent of the allocated total. The COG Policy Board decided that 30 percent of total CMAQ funding would be programmed as "lifeline" funds and would be made available to each member agency based upon a population formula. Member agency CMAQ projects are programmed based on air quality benefit and eligibility assessments.

Previous Work

- Maintained an RSTP/CMAQ/TAP appropriation process.
- Provided for consistent presentation of federal TIP by eight Valley transportation planning agencies.
- Maintained a tracking system for RSTP, CMAQ, and ATP projects to ensure federal funds are either encumbered or reappropriated within the region in a timely manner.
- Implemented policies and procedures for reprogramming surplus RSTP and CMAQ funds.
- Participated in state-wide California Federal Programming Group meetings on a monthly and/or quarterly basis.
- Prepared "local" obligation plans for STBG, CMAQ, and TE Programs to track regional obligation progress in meeting AB 1012 requirements. The plan also included other projects with federal funding as requested by Caltrans.
- Prepared an annual listing of transportation projects for which federal funds were obligated during the previous fiscal year.
- Continued to use the FTIP amendment procedures that authorize the Executive Director to approve administrative modifications and specific types of formal amendments in lieu of Policy Board approval.
- Convened the Programming Task Force on an as-needed basis to advise COG staff as it strives to develop a programming process that will facilitate member agencies timely delivery of projects.
- Continued to use adopted Expedited Project Selection Procedures (EPSP).
- Continued support to local agencies in their use of project tracking software (FresnoTrak).
- Participated in developing the state's Active Transportation Program Guidelines and application update
- Updated the guidelines and application for Fresno COG's regional competitive Active Transportation Program
- Developed scoring criteria for the Fresno COG regional competitive Active Transportation Program.
- Issued cycle 3 of the regional, competitive Active Transportation Program.
- Served on the evaluation team for the state's ATP.
- Served on the Active Transportation Technical Advisory Committee as a voting member.

- Participated in developing the California Freight Investment Program Guidelines
- Staff served as the RTPA vice moderator and moderator for the statewide RTPA group, 2014-2017
- Served on statewide working groups to develop state guidelines for new SB 1 programs as well as updating existing programs

Products

1. Federal Transportation Improvement Program (four years of programming every two years).
2. Federal Transportation Improvement Program amendments.
3. Air Quality Conformity determination for Fresno County.
4. STBG/CMAQ/ATP Appropriation Process - published fund estimates.
5. Tracking process for the STBG/CMAQ/TAP-ATP Program/project liaison.
6. Tracking process for STIP Regional Choice Program.
7. Consistent presentation of TIPs from all eight Valley Regional Transportation Planning Agencies.
8. Compliance certifications.
9. Policies and procedures for monitoring and reprogramming surplus STBG and CMAQ funds.
10. Local obligation plans for STBG, CMAQ, and other state-administered funding programs.
11. FTIP amendments to allow changes reflecting project information for member agencies and Caltrans projects.
12. Expedited Project Selection Procedures (EPSP) used to advance or delay eligible project components.
13. Annual Federal Funding Obligation Report.
14. Tribal government relations documentation.
15. Caltrans Quarterly Roundtable meetings.

Tasks

220.01 Review California Transportation Commission's fund estimate, policies, and federal estimates. Track STIP as related to programming and delivery of projects.
220.02 Participate in the statewide RTPA group and subgroups, monitor regional, state and federal transportation issues, including potential and current transportation-related funding programs and opportunities.
220.03 Review the Caltrans proposed State TIP, compare with prior State TIPs, and solicit local agency input.
220.04 Track and provide for the implementation of new project proposals from member agencies and other eligible public.
220.05 Establish project priorities using locally adopted criteria; revise project selection procedures as necessary.
220.06 Document progress of prior regional TIPs.
220.07 Work with San Joaquin Valley RTPAs to consistently present the RTIP and provide for ITS architecture maintenance.
220.08 Prepare regional TIPs, (federal and state) for the California Transportation Commission and appropriate federal agencies.
220.09 Analyze and approve FTIP amendments and administrative modifications; transmit to state and federal agencies for approval.
220.10 Prepare and document project information suitable to making necessary air quality conformity findings.
220.11 Prepare compliance certifications.
220.12 Track STBG/CMAQ/ATP projects and funds and provide project liaison.
220.13 Program new transportation projects using future funding.
220.14 Participate in the California Federal Programming Group (CFPG) and related subgroups.
220.15 Represent FCOG at monthly California Transportation Commission meetings, Regional Transportation Planning Agencies meetings, and Self-Help Coalition meetings, as well as subgroups or technical working groups when needed.
220.16 Track any funding augmentation as related to programming and delivery of projects.
220.17 Coordinate, consult and collaborate with all tribal governments
220.18 Maintain and update the programming project tracking system (FresnoTrak).
220.19 Attend and participate in all Caltrans and FHWA-administered MAP-21 and FAST Act workshops and help develop performance-based planning and programming metrics.

220 Transportation Program Development

Task Description	COG	TRIBES	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
220.01 Review Fund Estimates	■		3	■	■										
220.02 State RTPAs/Monitor issues and programs	■		8	■	■	■	■	■	■	■	■	■	■	■	■
220.03 Review STIP	■		4	■	■	■	■	■	■	■	■	■	■	■	■
220.04 Solicit New Projects	■		5	■	■	■	■								
220.05 Establish Priority/Proj. Select.	■		6	■	■	■	■	■	■	■	■	■	■	■	■
220.06 Document Implementation	■		6	■	■	■	■	■	■	■	■	■	■	■	■
220.07 Valley RTIP Coord. & ITS Arch.Maint.	■		5	■	■	■	■	■	■	■	■	■	■	■	■
220.08 Prepare & publish TIPs	■		7	■	■	■		■	■	■	■	■			
220.09 Process TIP amendments	■		10	■		■		■		■		■		■	
220.10 Air Quality Conformity	■		4					■	■	■	■	■			
220.11 Compliance Certifications	■		4					■	■	■	■	■			
220.12 Track RSTP/CMAQ & Liaison	■		5	■	■	■	■	■	■	■	■	■	■	■	■
220.13 Program new projects	■		4	■	■	■	■								
220.14 Part. in CFPG and subgroups	■		5	■	■	■		■		■		■		■	
220.15 Participate in CTC, RTPA, SHCC Meetings	■		3	■	■	■	■	■	■	■	■	■	■	■	■
220.16 Track STIP	■		5	■		■		■		■		■		■	
220.17 Coordinate with Tribal Govt.	■		1	■	■	■	■	■	■	■	■	■	■	■	■
220.18 Project Tracking System	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
220.19 Map-21 and FAST Act Implementation	■		5	■	■	■	■	■	■	■	■	■	■	■	■

220 Transportation Prog Development

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	State PPM
Salaries	190,313	160,345	151,299	151,299
Benefits	67,605	58,925	54,442	54,442
Overhead	49,745	152,831	132,580	132,580
Total Staff Costs	307,662	372,101	338,321	338,321
Direct Costs				
Software Support & Maint	56,856	56,000	57,679	57,679
Grant Specific Travel		3,000	3,000	3,000
Total Direct Costs	56,856	59,000	60,679	60,679
TOTAL	364,518	431,101	399,000	399,000

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

	Total	State PPM
Software Support & Maint		
Fresno Track - Echointeractive	57,679	57,679
Total Software Support & Maint	57,679	57,679

Services and General Coordination Activities

310 Intergovernmental Coordination

Objective

Promote coordination, cooperation and communication among local agencies, Fresno COG, tribal governments, federal and state agencies on planning matters. Enable various partners, including native-American tribes, to participate in the regional planning process. Provide information to the public on activities, meetings, planning documents and reports; seek advice on COG's planning activities.

Allow local agencies and the public to review and comment on federal grant proposals through the local clearinghouse process.

Coordinate Caltrans Sustainable Transportation Planning Grant Program applications, if needed, from member agencies and other organizations that qualify for the grant programs but require Fresno COG to be the lead applicant.

Discussion

Fresno COG helps coordinate decisions among various governmental agencies at the local, tribal, state, and federal level in multiple ways. In accordance with Executive Order 12372, the state has designated Fresno COG as the local clearinghouse for the Fresno County region with the responsibility to review and comment on local applications for federal assistance. The process is designed to provide an opportunity for interjurisdictional coordination of federally assisted activities within Fresno County.

Fresno COG also supports the state's Environmental Enhancement and Mitigation Program that provides annual funding for transportation related landscaping, public land acquisition, and roadside rest and recreational projects.

Consistent with state and federal guidelines, Fresno COG has provided ongoing consultation with the native-American tribes to strengthen the government-to-government relationship that has been established between Fresno COG and the Indian tribal governments. The native-American tribes in Fresno County receive the following information by telephone, mail, email, or in-person visits: the Fresno County Transportation Guide, the Regional Directory, newsletters, workshop invitations and various grant notices. Occasionally they have responded by sending a representative to attend the meetings, but not in a consistent manner.

To strengthen the relationship between native-American tribes and Fresno COG, a staff person has been assigned responsibility for native-American tribal government activities. This staff member is responsible for ensuring that any pertinent information affecting the tribes is transmitted in a timely manner. Fresno COG has adopted a formal tribal consultation plan (see Appendix N). Fresno COG will continue to provide staff support to the Association for the Beautification of Highway 99 as needed.

Previous work completed

- Maintained coordinated planning process involving local, tribal, state and federal agencies.
- Monitored and provided analysis to members on the federal transportation bills including FAST ACT and MAP-21 provisions and notices of proposed rulemaking.
- Reviewed and commented on major federal and state assistance programs to the Fresno COG Policy Board.
- Provided support for the Environmental Enhancement and Mitigation Program to member and other interested agencies.
- Monitored and provided analysis to members on AB 1012 apportionment and obligational authority delivery.
- Provided staff support to the Association for Beautification of Highway 99. Helped complete the 2016 Update to the Highway 99 Beautification Master Plan. Coordinated Association meetings in 2018-19.
- Continued ongoing consultation with native-American tribal governments in Fresno County.
- Continued to provide information that may have potential effects on a tribe's land to the tribes in a timely manner.
- Updated and approved Fresno COG's Tribal Coordination Plan in 2019.
- Coordinated Caltrans transportation planning grant applications, as needed, from member agencies and other organizations that qualify for the grant programs but require the Fresno COG to be the lead applicant.
- Coordinated interagency consultation with Madera County, Merced County, and the National Parks Conservation Agency on the National Parks Transit Study.
- Provided member agency assistance on grant opportunities through the membership of Efficientgov Grantfinder service.
- Consulted with resource agencies, state and local agencies responsible for land use management, environmental protection, conservation, historic preservation and Native-American tribal governments concerning the 2018 Regional Transportation Plan.
- Participated in the 2018 San Joaquin Valley Technical Assistance Team for the Affordable Housing and Sustainable Communities Program.

Products

1. Library of documents.
2. Information and coordination at the public, local, regional, tribal, state and federal levels.
3. Technical and legislative information assembled, analyzed, reproduced and disseminated to member agencies.
4. Planning certification report.
5. Staff support to policy, technical and citizens' advisory committees to resolve regional transportation issues.
6. Comments on proposals for federal assistance and state plans and programs.
7. Input into state planning efforts.
8. Required products, e.g., OWPs; RTPs; RTIPs, FTIPs.
9. Comments on local agency environmental reports and planning studies.
10. Staff support to the Association for the Beautification of Highway 99 if needed.
11. Native-American tribal and government-to-government coordination
12. Monthly legislative reports and bill and policy analysis to local agencies.
13. Sustainable Transportation Planning Grant applications.
14. Areawide Clearinghouse reports

Tasks

310.01 Execute OWP objectives, tasks, and schedules.
310.02 Carry out Fresno COG's process of dissemination, coordination and involvement, evaluation, and review and comment on federally assisted program and projects.
310.03 Participate in environmental document review processes, as appropriate, when applicable to the regional planning process.
310.04 Carry out the review and coordination process for state plans and programs as they relate to local and regional plans and as an overall impact on the region.
310.05 Execute agreements with other single purpose planning organizations to ensure complete and coordinated review.
310.06 Act as liaison with various federal, state, tribal, and local agencies.
310.07 Participate with and communicate with other regional agencies on planning matters.
310.08 Carry out committee activities/tasks, including coordinating, participating and reviewing regional planning process.
310.09 Encourage public representation within the Fresno COG committee structure.
310.10 Fulfill delegated clearinghouse responsibilities.
310.11 Provide that all regional planning be carried out in conformance with the provisions of the NEPA-404 MOU.
310.12 Continue coordination, consultation and collaboration with native-American tribal governments in Fresno County both at the staff and Policy Board levels, including attempts to negotiate MOUs with those tribes not presently covered by an MOU.
310.13 Provide staffing for the Association for the Beautification of Highway 99, as needed.
310.14 Continue to consult with local agencies through FresnoTrak regarding federally aided projects in the FTIP and RTP.
310.15 Provide Staff support for the San Joaquin Valley technical assistance team as part of the Affordable Housing Sustainable Communities grant program.
310.16 Coordinate the local clearinghouse review process
310.17 Coordinate grants management program

310 Intergovernmental Coordination

Task Description	COG	PARTNERS	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
310.01 Maintain interagency coordination	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
310.02 Maintain COG process	■		10	■	■	■	■	■	■	■	■	■	■	■	■
310.03 Review environmental doc	■		3	■	■	■	■	■	■	■	■	■	■	■	■
310.04 Review state plans	■		4	■	■	■	■	■	■	■	■	■	■	■	■
310.05 Execute review agreements	■		5	■	■	■	■	■	■	■	■	■	■	■	■
310.06 Liaison w/ gov. agencies	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
310.07 Coordinate w/ regional agency	■		10	■	■	■	■	■	■	■	■	■	■	■	■
310.08 Staff COG committees	■		10	■	■	■	■	■	■	■	■	■	■	■	■
310.09 Public participation on committee	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
310.10 Local Clearinghouse Review	■		2	■	■	■	■	■	■	■	■	■	■	■	■
310.11 Conform with NEPA 404 MOU	■		2	■	■	■	■	■	■	■	■	■	■	■	■
310.12 Consult with Indian Tribes	■		2	■	■	■	■	■	■	■	■	■	■	■	■
310.13 Staff for SR 99 Committee	■		4	■	■	■	■	■	■	■	■	■	■	■	■
310.14 Fresno Trak Coordination	■		5	■	■	■	■	■	■	■	■	■	■	■	■
310.15 AHSC Technical Assistants	■		8	■	■	■	■	■	■	■	■	■	■	■	■
310.16 Local Clearinghouse Process	■		5	■	■	■	■	■	■	■	■	■	■	■	■
310.17 Grants Management Program	■		5	■	■	■	■	■	■	■	■	■	■	■	■

310 Intergovernmental Coordination

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	LOCAL FUNDS
Salaries	64,000	64,669	39,325	39,325
Benefits	22,735	21,878	13,808	13,808
Overhead	16,729	60,323	34,239	34,239
Total Staff Costs	103,463	146,870	87,372	87,372
Direct Costs				
Agency Pass Thru	24,911	59,616	59,616	59,616
Total Direct Costs	24,911	59,616	59,616	59,616
TOTAL	128,374	206,486	146,988	146,988

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

	Total	LOCAL FUNDS
Agency Pass Thru		
Fresno County Intergovernmental	45,616	45,616
Fresno Intergovernmental	4,000	4,000
Clovis Intergovernmental	10,000	10,000
Total Agency Pass Thru	59,616	59,616

311 Public Information and Participation

Objective

Provide the public with information on projects, meetings, plans and reports, and to seek input from the public on Fresno COG's planning activities. This work element highlights the COG's desire to encourage public participation in the transportation planning process, consistent with federal requirements. This will include public participation in plans and programs as well as throughout the adoption process. Fresno COG's 2016 Public Participation Plan and supporting outreach strategies will be consulted and followed during each phase of plan or program development.

Discussion

Fresno COG complies with all public notification requirements of the California Public Records Act, the California Environmental Quality Act and Assembly Bill 52, as well as applicable state and federal laws. For additional information on those requirements and Fresno COG's application of them see the Fresno Council of Governments 2016 Public Participation Plan.

Fresno COG continues to expand its website's interactive nature, providing the public with an opportunity to view and comment on projects and plans online. Fresno COG's website also provides information on, and links to, public meeting agenda packets and information, calendar listings, opportunities to submit public comment or get involved in a plan or project, documents, surveys, public hearings, news releases and the Fresno COG Regional Directory, Policy Board Directory, Staff Directory and Transportation Guide. Fresno COG's website also contains links to other governmental, transportation and air quality-related sites. In 2017-2018 the website was modernized and updated with increased functionality from an advanced operating system.

Fresno COG uses its public information program to disseminate pertinent transportation-related information to its member agencies. These partners receive regular mailings and emails of agendas, reports, and materials related to Fresno COG's program areas as applicable. In summary, Fresno COG is committed to listening to the public and further commits to providing an environment that is both conducive and receptive to public participation during the planning process.

Previous work completed

- Approved 2020 Public Participation Plan and Regional Transportation Plan Public Outreach Strategy
- Public participation process involving speaking engagements; summaries of plans, programs, and technical processes; news releases, newsletters and other informative publications, citizen participants on working committees; participation in community organization and private business events; library circulation of key documents; public notices; public hearings; and the biannual conferences and forums.
- Fresno COG materials explaining Fresno COG's roles and responsibilities
- Maintenance of Fresno COG's websites and smartphone applications—www.valleyrides.com and www.fresnocog.org; Updated Fresno COG agenda builder
- Designed, printed and published Fresno COG's yearly meeting calendar
- Conducted portions of the RTP Public Outreach Strategy, including: RTP Roundtable development, focus groups, professional community survey, online portals and websites
- Community partnerships with and mini-grant programs for public outreach during the 2022 Regional Transportation Plan
- RTP Roundtable meetings and workshops
- Develop materials in up to six different languages as needed
- E-newsletters, notifications and reminders via the online Constant Contact email software
- Maintained many databases and email listings of contacts
- Offered graphic design and editing support to staff members for a variety of projects, plans and projects
- Published public notices and conducted public hearings and meetings for FTIP, RTP, Conformity, Measure C, Active Transportation Plans and Programs, CycleTracks
- Maintained an active media listing and forward press releases to those lists as needed, answered inquiries from the media regarding various issues
- Documented public participation process, with amendments as necessary
- Regional Directory – updated annually
- Fresno COG Brochure and Fresno County Transportation Guide
- Conducted news conferences or offered support to member agencies planning press events
- Fresno County Transportation Forum
- Documented outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders

- Hosted the 2019 Transportation Innovations Summit in partnership with the Fresno State Transportation Institute

Products

1. Coming Up At Fresno COG e-newsletters
2. Topical e-news communications developed as needed
3. News releases and media alerts
4. Public hearing notifications posted and published
5. Public hearings and/or workshops as warranted
6. PowerPoint presentations regarding Fresno COG's programs/projects
7. Annual calendar of events
8. Fresno COG Regional Directory
9. Fresno COG website maintenance and agenda builder update completed
10. Updated and published Fresno COG brochure and office stationary/envelopes/business cards
11. Documents, surveys, outreach and notices published in multiple languages
12. Annual update of tribal government database
13. Annual update of email and mailing databases
14. RTP community needs workshop materials and project needs listings
15. Community-based mini grant outreach billing statements
16. RTP outreach communications via email/website/social media
17. Sustainable Communities Strategies workshop materials and outreach products
18. Environmental Justice Subcommittee recruitment materials, meeting agendas

Tasks

311.01 Maintain and carry out the adopted public participation process of the COG

311.02 Communicate with the community and member agencies via the "Coming Up at Fresno COG" e-newsletter and additional topical e-news communications

311.03 Prepare news releases and maintain list of media resources, answer media inquiries

311.04 Conduct public hearings and public meetings/workshops

311.05 Make presentations to local businesses and community groups as needed and/or requested.

311.06 Provide graphic design support to all staff, as well as designing Fresno COG and Measure C public outreach materials

311.07 Publicize Fresno COG plans, programs and activities through a variety of online and media sources as well as community partnerships and committees

311.08 Publish an Annual calendar of events

311.09 Respond to public comment

311.10 Revise and publish online Fresno COG Regional Directory

311.11 Maintain Fresno COG's websites and databases

311.12 Update and reorder Fresno COG brochures, folders, stationery and business cards

311.13 Conduct news conferences as needed, on behalf of Fresno COG or partnering agencies

311.14 Host the Social Service Technical Advisory Committee and the Environmental Justice Advisory Committee and Measure C Citizen Oversight Committee

311.15 Conduct outreach efforts and provide informational materials in languages other than English, as needed

311.16 Annual update of the email database listing of tribal governments and unacknowledged tribal communities with a specific outreach strategy for reaching and working with tribal governments

311.17 Annual update of Fresno COG's email/mailing database listings of environmental justice contacts, community-based organizations and neighborhood associations to be updated on a yearly basis

311.18 RTP community needs workshop materials and project needs listings

311.19 Community-based mini grant contract management and billing

311.20 RTP outreach communications via meeting agendas, email, website and social media

311.21 Measure C III reauthorization plan development: Provide staff support to the Measure C III Steering Committee, coordinate public outreach tasks with the Fresno County Transportation Authority.

311.22 Environmental Justice Subcommittee recruitment, board approval and meeting agendas

311 Public Participation															
Task Description	COG	PARTNER	% Of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
311.01 Conduct public process	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■
311.02 E-news communication	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■
311.03 Media relations	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■
311.04 Public hearings/meetings	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■
311.05 Presentations	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■
311.06 Graphic design	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■
311.07 Publicize plans/programs/activities	■	■	8	■	■	■	■	■	■	■	■	■	■	■	■
311.08 Publish annual calendar	■	■	2					■	■						
311.09 Respond to public comments	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
311.10 Regional Directory	■	■	3	■						■	■	■	■	■	■
311.11 Maintain Fresno COG websites/databases	■	■	6	■	■	■	■	■	■	■	■	■	■	■	■
311.12 Fresno COG printed materials	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
311.13 News conferences/interviews	■	■	2	■	■	■	■	■	■	■	■	■	■	■	■
311.14 SSTAC/EJ Task Force/COC	■		8			■		■		■	■	■	■	■	■
311.15 Outreach and materials translation and provision	■		4	■	■	■	■	■	■	■	■	■	■	■	■
311.16 Tribal database annual update and outreach strategy	■		2	■	■	■	■								
311.17 EJ, comm. database annual update	■		2	■	■	■	■								
311.18 RTP needs workshops	■		5			■	■	■	■						
311.19 Community-based mini grant contracts	■		5	■	■	■	■	■	■						
311.20 RTP outreach	■		7								■	■			
311.21 Measure C III reauthorization outreach	■		5	■	■	■	■	■	■	■	■	■	■	■	■
311.22 EJ Subcommittee	■		2	■					■	■	■	■	■	■	■

311 Public Participation

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	FHWA PL	FHWA Carry Fwd
Salaries	71,162	73,290	66,720	66,720	
Benefits	25,279	26,069	24,126	24,126	
Overhead	18,601	69,254	58,541	58,541	
Total Staff Costs	115,042	168,613	149,387	149,387	0
Direct Costs					
Supplies/Printing	1,893	10,000	10,000		10,000
Software Support & Maint	11,482	15,000	19,000		19,000
Workshops	3,450	5,500	5,000		5,000
Promotion/Outreach		10,000	10,000		10,000
Translation Services		4,500	4,500		4,500
Total Direct Costs	16,825	45,000	48,500	0	48,500
TOTAL	131,867	213,613	197,887	149,387	48,500
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				17,135	5,563

313 Environmental Justice Activities

Objective

Ensure that Fresno County's low-income and minority populations are being included in the transportation planning process by implementing the Environmental Justice (EJ) and Title VI principles and Tribal Consultation Plan.

Discussion

Presidential Executive Order (#12898) issued in 1994 directed every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations." In addition, federal-aid recipients are required to certify and the U.S. Department of Transportation (DOT) must ensure non-discrimination under Title VI of the Civil Rights Act of 1964 and many other laws, regulations and policies.

Metropolitan Planning Organizations (MPOs) serve as the primary forum where state DOTs, tribal governments, transit providers, local agencies and the public develop local transportation plans and programs that address a metropolitan area's needs. MPOs can help local public officials understand how Title VI and environmental justice requirements improve planning and decision making. Furthermore, Tribal Consultation protocols are future detailed in Appendix N.

The Environmental Justice Report responds to federal guidelines by helping agencies:

1. Make better transportation decisions that meet the needs of all people.
2. Design transportation facilities that fit more harmoniously into communities.
3. Enhance the public-involvement process, strengthen community-based partnerships and provide minority and low-income populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.
4. Improve data collection, monitoring and analysis tools that assess the needs of, and analyze the potential impacts on minority and low-income populations.
5. Partner with other public agencies and private programs to leverage transportation-agency resources to achieve a common vision for communities.
6. Avoid disproportionately high and adverse impacts on minority and low-income populations.
7. Minimize and/or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

Previous work completed

- Completed an update to the Fresno COG Title VI Plan in May 2018.
- Implement adopted Tribal Consultation Plan
- Continued to provide funding opportunities to tribal agencies
- Met with tribes to develop projects for federal and state mobility and housing grant applications
- Coordinate with tribe on ongoing transportation projects

Products

1. Updated Regional Transportation Plan (RTP) EJ Analysis Chapter
2. Update of the tribal consultation as needed
3. Continued EJ Subcommittee engagement and outreach for programs as needed
4. Continue to provide support and coordination to tribes for transportation related funding

Tasks

313.01 Monitor, document and continue implementing environmental justice, Title VI, DBE rules and regulations and Tribal Consultation Plan.

313.02 Government-to-government coordination - Maintain channels of communication with tribal communities. Ensure and document tribal consultation and coordination regarding all planning documents. Consider tribal government concerns about projects outside tribal jurisdiction that have the potential to impact Native American cultural resources or communities.

313.03 Conduct outreach efforts to and provide informational materials in other languages as deemed necessary, continue to find partnerships for grant and project opportunities that address EJ populations.

313.04 Maintain the Environmental Justice Subcommittee to review processes and documents and provide advisory comments as needed. Specifically review Fresno COG's Active Transportation Plan to ensure equity considerations are incorporated to

bicycle and pedestrian planning goals. FCOG will begin trail runs with the new activity-based model to explore possible new EJ indicators and begin the discussion for updating the 2022 RTP/SCS EJ analysis chapter.

313.05 Conduct environmental justice & Title VI analysis for RTP & FTIP as necessary

313.06 Coordinate with Fresno Regional Housing Needs Plan/Consolidated Housing Element with the Environmental Justice Subcommittee

313 Fresno COG Environmental Justice															
Task Description	COG	CONSLT	% of WORK	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
313.01 Monitor, document and continue implementation	■		10	■	■	■	■	■	■	■	■	■	■	■	■
313.02 Government-to-government coordination for programs and projects	■		20	■	■	■	■	■	■	■	■	■	■	■	■
313.03 Conduct Outreach/Public Participation, grant and project partnership	■		30	■	■	■	■	■	■	■	■	■	■	■	■
313.04 EJ subcommittee, ABM trial run and possible new EJ indicators for RTP	■		20				■	■	■	■	■	■	■	■	■
313.05 Conduct environmental justice & Title VI analysis for RTP & FTIP as necessary	■		10	■	■	■	■	■	■	■	■	■	■	■	■
313.06 RHNA and HE coordination	■		10								■	■	■	■	■

313 Environmental Justice

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	FHWA PL
Salaries	19,754	14,745	13,562	13,562
Benefits	7,017	5,367	5,009	5,009
Overhead	5,163	14,018	11,967	11,967
Total Staff Costs	31,934	34,130	30,538	30,538
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	31,934	34,130	30,538	30,538
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				3,503

320 Technical Assistance

Objective

Provide member agencies, outside agencies and consultants with specialized technical assistance services. Non-member agencies and others are assisted on a cost-reimbursement basis.

Discussion

Fresno COG staff provides specialized technical assistance services to its member agencies and others. These services are generally related to computer applications for traffic modeling, demographics and related data base maintenance, and for support on accounting related software previously developed by Fresno COG.

These services can also include fiscal management support, computer applications support, traffic engineering studies, and special planning studies. Internal staff capabilities generally determine the kinds of technical assistance available. Under special circumstances, consultant or other agencies' services may be used.

General assistance is available to any member agency on an informal basis; however, projects requiring significant commitment of staff resources or external resources will be screened by staff and reported to the Board prior to initiation. This program is fully funded with local resources.

Circuit Planner and Circuit Engineer Programs:
In 2012, with the assistance of Prop 84 funding from the Strategic Growth Council, the Valley MPOs designed a Blueprint Integration Program for the entire San Joaquin Valley that used circuit planners to work with the small cities (with populations under 50,000). The program was successful in keeping the Blueprint's Smart Growth Principles applicable to local planning activities while providing assistance to integrate those concepts related to the transportation and land use connection into local planning processes.

Some of the activities include land-use planning issues related to Sustainable Communities Strategy (SCS) integration into planning documents and procedures and project delivery issues that can be improved through a streamlined collaborative approach.

Previous work completed

- Reimbursable traffic model runs for traffic impact studies.
- Consulting study coordination on trails planning for the City of Fresno, a project fully reimbursed by the City.
- Participated in oral interview panels for a variety of local agency recruitments.
- Established and helped maintain financial systems for local agencies.
- Special traffic studies for member agencies.
- Special model runs for member agency traffic studies.
- Traffic model runs in support of the general plans and specific plans analysis.
- Prepared pollution reduction calculations for member agency CMAQ applications.
- Bicycle and pedestrian plans.
- Provided member agencies with portable bike/pedestrian counters for collecting bike/walk activity data. Training for how to use the portable counters was provided as well
- Posted information to Fresno COG's website at member agency's request and provided graphic design services.
- Continually provide circuit planner/engineer assistance (project development liaison)

Products

1. Special services and projects as determined by individual members or non- member users.
2. Bike/pedestrian usage information on selected trails, bike lanes and sidewalks.

Tasks

320.01 Specialized services and/or assistance to member agencies and non-member organizations, as needed.
320.02 "Circuit planner" and "circuit engineer" consulting assistance to member agencies, upon request.
320.03 Portable bike/pedestrian counters for member agencies and technical assistance, upon request.

320 Technical Assistance																
Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
320.01 Provide technical assistance	■		40	■	■	■	■	■	■	■	■	■	■	■	■
320.02 Circuit Planner and Engineer consulting assistance	■		55	■	■	■	■	■	■	■	■	■	■	■	■
320.03 Provide the bike/ped. Counters to the member agencies	■		5	■	■	■	■	■	■	■	■	■	■	■	■

320 Technical Assistance to Members

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	LOCAL FUNDS
Salaries	63,755	60,339	56,115	56,115
Benefits	22,648	21,695	21,446	21,446
Overhead	16,664	57,177	49,981	49,981
Total Staff Costs	103,067	139,211	127,542	127,542
Direct Costs				
Consultants	48,912	150,000	150,000	150,000
Total Direct Costs	48,912	150,000	150,000	150,000
TOTAL	151,979	289,211	277,542	277,542

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

	Total	LOCAL FUNDS
Consultants		
Circuit Planner/Engineer	100,000	100000
Technical Studies/Grant Writing	50,000	50000
	0	
Total Consultants	150,000	150,000

350 Fresno Regional Data Center

Objective

Serve as an Affiliate State Census Data Center and provide assistance to member agencies and the general public in obtaining, analyzing and using Census and other demographic data in support of the areawide transportation planning process. Provide support for traffic simulation modeling requirements, including updating and developing alternative socio-economic scenarios for new projects and land-use scenarios from consultants and member agencies, and providing data support for COG-prepared transportation reports and plans.

Discussion

As part of the Affiliate State Census Data Center for Fresno County, Fresno COG responds to requests for Census information from member agencies and the public. Staff also coordinates with the Bureau of the Census to disseminate Census reports, announcements, and maintain Census geography. Fresno COG has established a page on its website that provides data by jurisdiction, as well as links to U.S. Census data and other information for use by member agencies, other governmental entities and the public.

Fresno COG will monitor the American Community Survey. In addition to general maintenance and support functions, this work element includes data for the Regional Housing Needs Allocation Plan that defines the fair share allocation of housing growth in the County, as well as the general improvement of the models' performance.

Previous work completed

- Maintained socioeconomic data to support traffic modeling.
- Responded to data requests from governmental agencies, businesses, academic institutions, and the public in support of transportation-related work.
- Disseminated U.S. Census, State Department of Finance, and other information to member agencies and the public.
- Developed socio-economic data for Fresno COG-prepared reports and plans.
- Hosted a workshop for the Census Bureau's Local Update of Census Addresses Operation (LUCA), where regional agencies were trained in how to engage in the 2020 Census address update program.
- Attended CTPP (Census Transportation Planning Product) workshop in November 2019 which assisted in verification of the VMT results for the SB 743 Local Assistance Program

Products

1. Socioeconomic information for Fresno COG-prepared reports and plans.
2. Special census reports in response to member agency and public requests for transportation data.
3. Affiliate State Census Data Census Reports and other data.
4. Demographic information for website
5. Various demographic and socioeconomic information in support of traffic modeling activities

Tasks

350.01 Maintain Fresno Regional Data Center, which disseminates Census 2010 and other special census reports, assists in obtaining and analyzing and information to aid member agencies and the general public in transportation planning and research.

350.02 Develop, maintain and provide support for reports and model.

350 Fresno Regional Data Center

Task Description	COG	CONSULT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
350.01 Maintain Regional Data Center	■		50	■	■	■	■	■	■	■	■	■	■	■	■
350.02 Support COG reports and model	■		50	■	■	■	■	■	■	■	■	■	■	■	■

350 Fresno Regional Data Center

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	LOCAL FUNDS
Salaries	26,745	25,409	16,001	16,001
Benefits	9,501	9,177	5,311	5,311
Overhead	6,991	24,106	13,733	13,733
Total Staff Costs	43,236	58,692	35,045	35,045
Direct Costs				
Total Direct Costs		0	0	0
TOTAL	43,236	58,692	35,045	35,045
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

360 "One Voice" and "Valley Voice" Advocacy

Objective

"One Voice" unites Fresno County communities and regional interests in a voluntary and collaborative effort to seek annual federal and state funds and advocate for projects and legislative priorities of regional significance.

"Valley Voice" brings together elected officials from each of the eight San Joaquin Valley counties and the Regional Transportation Planning Agencies to advocate for infrastructure projects and legislative priorities that will benefit the San Joaquin Valley.

This work element provides local agencies with information on federal and state legislation, regulations, guidelines and policies that affect the Fresno COG and our member agencies.

Discussion

Since 2003, Fresno COG has sponsored a group of member agency elected officials, public administrators and selected staff to advocate in Washington DC for several regionally significant projects and priorities identified by Fresno COG member agencies and various stakeholders. This effort, known as Fresno COG's "One Voice," will be continued in fiscal year 2020-21.

Valley Voice
Fresno COG also participates in Valleywide advocacy trips to Sacramento and Washington D.C. along with the other seven Regional Transportation Planning Agencies in the San Joaquin Valley and the San Joaquin Valley Regional Policy Council. This advocacy effort, termed "Valley Voice" brings together elected officials from each of the eight San Joaquin Valley counties (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern) and the Executive Directors and staff representing each of the San Joaquin Valley Regional Transportation Planning Agencies.

Fresno COG Legislative Reporting and Analysis
Fresno COG staff also devotes significant time to ongoing legislative activities including, but not limited to, monthly reports detailing pending state and federal legislation in current sessions, bill analysis, regular correspondence to state and federal representatives communicating positions on bills of interest by the Policy Boards, draft bill language, and an annual Fresno COG legislative platform and SJV Regional Policy Council legislative platform. Fresno COG uses a tracking system called Lexis –NexisStateNet to assist with monitoring federal and statewide legislation.

Previous work completed

Fresno COG has organized 18 annual (2003-2019) "One Voice" advocacy trips to Washington D.C., seven annual (2006-2012) "One Voice" advocacy trips to Sacramento and coordinated with other Valley COGs for "Valley Voice" advocacy trips to Sacramento (2008-2019) and Washington D.C. (2009-2019, except in 2012).

Fresno COG created its first legislative platform in 2008 that outlined the COG's priority legislative and policy issues for advocacy during that year. It is updated annually, and a 2019 Fresno COG legislative platform was finalized in early 2020.

Products

1. "One Voice" community advocacy trip to Washington D.C.
2. "Valley Voice" with appropriate action initiatives.
3. Appropriations requests and other funding applications following Washington D.C. visit.
4. Administrative and regulatory relief requests prior and following Washington D.C. visit.
5. Follow-up "Valley Voice" action initiatives.
6. Monthly legislative reports, bill analysis, and regular correspondence to state, federal, and local agency representatives on legislation and policy areas of interest to the Fresno COG.
7. 2020 and 2021 Fresno COG and SJV legislative platform.

Tasks

360.01 Maintain 2020 and develop 2021 Fresno COG legislative platform
360.02 Regional priorities selection for Fresno COG "One Voice" to Washington D.C.
360.03 Meeting logistics, sponsorships and materials for Fresno COG "One Voice" to Washington D.C.
360.04 Travel and trip implementation for Fresno COG's "One Voice" to Washington D.C.
360.05 Washington D.C. trip follow-up
360.06 Legislative platform for Valley COGs' "Valley Voice" to Sacramento
360.07 Delegate briefings for Valley COGs' "Valley Voice" to Sacramento
360.08 Meeting logistics and materials development for Valley COGs' "Valley Voice" to Sacramento
360.09 Travel associated with Valley COGs' "Valley Voice" to Sacramento
360.10 Legislative platform and projects for Valley COGs' "Valley Voice to Washington D.C.
360.11 Delegate briefings for Valley COGs' "Valley Voice" to Washington D.C.
360.12 Meeting logistics and materials development for Valley COGs' "Valley Voice" to Washington D.C.
360.13 Travel associated with Valley COGs' "Valley Voice" to Washington D.C.
360.14 Monthly legislative reports and bill and policy analysis to federal, state, and local representatives and agencies.

360 One Voice Advocacy

Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
360.1 Develop legislative platform	■	■	4					■	■						
360.2 Call for regional priorities One Voice D.C.	■	■	5					■	■	■					
360.3 Priorities selection for Washington D.C	■	■	5								■	■			
360..4 Delegate briefings for Washington D.C	■	■	5						■	■	■	■	■		
360.5 Logistics and materials for Washington D.C	■	■	11			■					■	■	■		
360.6 Travel and meet with delegation, Washington D.C.	■	■	5									■	■		
360.7 Washington D.C. One Voice trip follow up	■	■	2										■	■	
360.8 Identify state legislative requests for Valley COGs	■	■	6		■		■	■			■		■		■
360.9Delegate briefings for Valley COGs to Sacramento	■	■	2								■				
360.10 Logistics and materials for Valley COGs to Sacramento	■	■	5						■	■					
360.11 Valley COGs travel to Sacramento	■	■	2									■			
360.12 Identify legislative requests for Valley COGs Washington D.C.	■	■	8						■	■	■	■			
360.13 Delegate briefings for Valley COGs for Washington D.C.	■	■	2								■	■			
360.14 Logistics, materials for Valley COGs for Washington D.C.	■	■	7							■	■				

360 One Voice Advocacy

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	LOCAL FUNDS
Salaries	40,120	48,313	41,687	41,687
Benefits	14,252	16,948	15,057	15,057
Overhead	10,487	29,321	21,578	21,578
Total Staff Costs	64,858	94,582	78,322	78,322
Direct Costs				
Consultants	27,046	26,000	28,000	28,000
Supplies/Printing	828	4,113	4,113	4,113
Grant Specific Travel	21,221	24,509	24,509	24,509
Other Misc Expense	421	3,802	3,802	3,802
Total Direct Costs	49,516	58,424	60,424	60,424
TOTAL	114,374	153,006	138,746	138,746
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

	Total	LOCAL FUNDS
Consultants		
Simon & Simon	28,000	28,000
Total Consultants	28,000	28,000

Regional Coordination of Transportation, Land Use and Housing

420 Fresno Regional Housing Needs Allocation Plan/Multi-Jurisdictional Housing Element

Objective

An update of the Fresno Regional Housing Needs Allocation (RHNA) Plan to estimate and allocate regional housing needs and assist member agencies with the Multi-Jurisdictional Housing Element in Fresno County.

Discussion

Cities and counties are required to prepare and adopt a general plan that addresses development of their jurisdiction. The housing element, required by state law since 1969, is a component of the general plan and includes a local jurisdiction's strategy to address and attain state housing goals.

Housing elements must identify housing needs, resources and constraints as well as quantifiable objectives for the construction, conservation, and rehabilitation of housing units and a housing program to implement the jurisdiction's objectives.

State law requires that existing and projected housing needs of all income levels be documented. The state also mandates that each city and county address the housing needs of all segments of the community in their respective general plan's housing element.

As a means to this end, Councils of Governments are required to prepare Regional Housing Needs Allocation (RHNA) Plans, which include determinations for housing allocations specific to each jurisdiction. These housing allocations include the housing needs of all income levels while avoiding further impacting communities with current relatively high proportions of lower income households.

Previous work completed

Fresno COG adopted the fifth cycle Fresno Regional Housing Needs Allocation Plan on July 31, 2014. The sixth cycle RHNA plan is scheduled to be adopted in 2022, with methodology development beginning in 2020. The Multi-Jurisdictional Housing Element (MJHE) was approved/adopted by each individual agency, and certified by HCD, in spring 2016.

Products

1. Meeting agendas from meetings with member agencies to discuss housing element progress and RHNA.
2. Demographic forecast to project regional housing need.
3. Request for Proposal (RFP) for consultant services for the 6th Cycle RHNA
4. Meeting agendas from RHNA Subcommittee meetings
5. Survey of Member Agencies for 6th Cycle RHNA Report on survey of Member Agencies for 6th Cycle RHNA
6. 6th Cycle RHNA methodology or methodology menu

Tasks

420.01 Assist Fresno County with coordinating meetings for member agencies to discuss housing element progress.
420.02 Issue a request for proposals (RFP) for consultant services for sixth cycle RHNA
420.03 Conduct kick-off meeting with RHNA consultant
420.04 Consultation with HCD regarding sixth cycle RHNA
420.05 Convene the RHNA Subcommittee
420.06 Gather data and conduct analysis for factors relating to RHNA
420.07 Develop and administer a survey for member agencies regarding sixth cycle RHNA
420.08 Develop a summary report on the findings from the survey for member agencies regarding sixth cycle RHNA
420.09 Develop sixth cycle RHNA methodology or methodology menu

420 Fresno Regional Housing Needs Plan																				
Task Description	COG	CNTY	FRES	FAX	CLOV	CONSLNT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
420.01 Assist Fresno County with coordinating meetings for member agencies to discuss housing element progress.	■	■	■	■	■	■	100	■	■	■	■	■	■	■	■	■	■	■	■
420.02 Issue RFP for consultant services for 6th Cycle RHNA	■							■											
420.03 Conduct Kick-Off Meeting with RHNA consultant	■					■		■											
420.04 Consultation with HCD regarding 6th Cycle RHNA	■					■		■	■	■	■								
420.05 Convene the RHNA Subcommittee	■					■				■	■	■	■	■	■	■	■	■	■
420.06 Gather data and conduct analysis for factors relating to RHNA	■					■				■	■	■	■	■	■	■	■		
420.07 Develop and administer a survey for member agencies regarding 6th Cycle RHNA	■					■						■	■	■					
420.08 Develop a summary report on the findings from the survey for member agencies regarding 6th Cycle RHNA	■					■									■	■			
420.09 Develop 6th Cycle RHNA Methodology or Methodology Menu	■					■									■	■	■		

420 Regional Housing Needs

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	LOCAL FUNDS
Salaries	7,763	7,690	44,931	44,931
Benefits	2,758	2,634	16,684	16,684
Overhead	2,029	7,196	39,705	39,705
Total Staff Costs	12,550	17,520	101,320	101,320
****Hide Row	**12,921**	**0**	**0**	
Direct Costs				
Consultants			1,415,568	1,415,568
Agency Pass Thru			3,132,972	3,132,972
Grant Administration			100,000	100,000
Total Direct Costs	0	0	4,648,540	4,648,540
TOTAL	12,550	17,520	4,749,860	4,749,860

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

	Total	LOCAL FUNDS
Consultants		
RHNA Fresno County	150,000	150,000
REAP Valley White Paper	250,000	250,000
REAP Fresno County	1,015,568	1,015,568
Total Consultants	1,415,568	1,415,568
Agency Pass Thru		
SJV REAP Members	3,132,972	3,132,972
Total Agency Pass Thru	3,132,972	3,132,972

820 Valley Coordination Activities

Objective

Promote coordination, cooperation and communication among the eight San Joaquin Valley Regional Transportation Planning Agencies, including Fresno COG, and other federal, state and local governments, related to various regional planning processes.

Discussion

The San Joaquin Valley Regional Transportation Planning Agencies coordinate in multiple activities and documents, examples of which include:

San Joaquin Valley Regional Policy Council
The San Joaquin Valley Regional Policy Council – an advisory association of 16 elected officials comprising two Board members from each of the eight Valley MPOs – is guided by the Executive Directors' Committee, which develops the agendas and circulates materials to the public.

Executive Directors' Committee
The Executive Directors Committee meets monthly to discuss issues, programs and projects of common concern and potentially, common action. They include federal and state air quality-related requirements, pending legislation, coordinated transportation planning efforts, the California High-Speed Rail project, grant programs and others.

San Joaquin Valley Goods Movement
In June 2011, the San Joaquin Regional Planning Agencies developed the *Interregional Goods Movement Plan*, which included decision making-making procedures to prioritize projects and identify institutional arrangements and funding.

Regional Transportation Plans
The Valley's regional planning agencies have jointly developed a common chapter for each agency's Regional Transportation Plan since the early 1990s. In that chapter valleywide issues are highlighted and discussed. These issues generally include air quality, high-speed rail, State Route 99 and the need for additional east-west corridors, Amtrak passenger service, the new requirements of SB 375 and any other common discussion items.

State Route 99 Coordination
Fresno COG, along with staff from the other seven RTPAs and Caltrans, have updated the original SR 99 Business Plan, including an updated list of Valley projects on this important north/south trade corridor, a financial plan on how best to make these projects a reality, and highlights the successes since the original Business Plan.

High-Speed Rail
Although positions have varied regarding the exact details of high- speed rail, its routes and station placement, the regional planning agencies have cooperated on exchanging information and tracking our various positions. There is no valleywide consensus or agreement on a position for advancing high speed rail.

Intercity Rail
Fresno COG is a member of the San Joaquin Joint Powers Authority (Authority) that provides regional governance/management of the existing San Joaquin intercity passenger rail service among Bakersfield- Fresno-Stockton-Sacramento-Oakland. With more efficient administration and stronger local/regional support, a regionally managed San Joaquin intercity passenger rail service should result in improved rail passenger service along the San Joaquin corridor.

Fall Policy Conference/Networking
The annual SJV Regional Policy Conference offers a productive opportunity for networking among Valley MPO staff and elected officials. Fresno COG organized and hosted the Regional Policy Conference in 2017.

Valley Air Quality Coordination
Valley air quality coordination has been established to ensure a coordinated and comprehensive approach to transportation and air quality planning among the eight regional planning agencies that are included in the San Joaquin Valley air basin, and the San Joaquin Valley Air Pollution Control District (SJVAPCD). The goal is to attain and subsequently maintain federal and state air quality standards.

This coordinated approach also includes submitting vehicle miles traveled forecasts to the SJVAPCD in developing emission budgets, updating existing plans, and developing attainment demonstration plans; joint evaluation of transportation control measures (TCMs); working with local transit agencies and Caltrans to enhance transit services; and working with the SJVAPCD on any studies or projects that work to assure that reductions in criteria pollutants are achieved as well as continuing the ongoing public education programs.

The Valley Regional Planning Agencies' Directors have included funding in their individual budgets to continue the contract for a valley wide air quality coordinator to ensure that air quality conformity and related modeling within the Valley is accomplished on a consistent and timely basis. San Joaquin COG is the lead agency for the group on air quality, and is responsible for administering the air quality coordinator's contract.

Valleywide Model Improvements and Coordination
In 2010, the Valley COGs were awarded a $2.5 million grant for valleywide model improvements. The valley MPOs used the grant money to update each of the traffic models to be more sensitive to smart growth. Those models were also converted to the same platform, which set the foundation for better communication and technical exchange among the modeling communities. Fresno COG also serves as the valleywide coordinator for the corporate Cube license, which is the license for the modeling software.

Regional Energy Planning
The eight valley RPAs have led a regional planning effort dating back to 2010 regarding the economic development opportunities of energy that exists in the San Joaquin Valley. The Valley is poised to capture jobs and industry investments, and potentially become a net energy producer and exporter if investment strategies are implemented accordingly and regional assets are appropriately aligned.

Regional Early Action Planning Funding
Under AB 101 (2019), the eight Valley RPAs formed a 24-member working group to administer approximately $20 million in housing planning funds through the California Department of Housing and Community Development. The funding is intended to enable local jurisdictions to prepare for anticipated new housing requirements under the state's sixth-cycle Regional Housing Needs Assessment.

Products

1. Regularly scheduled Regional Policy Council and Executive Directors' Committee meetings.
2. California Partnership for the San Joaquin Valley meetings.
3. Information and documentation for federal transportation legislation reauthorization.
4. Regional Transportation Plan (RTP) valleywide chapter.
5. Policies related to regional transportation needs, including SR 99 and high-speed rail.
6. Ongoing air quality efforts in the San Joaquin Valley; State Implementation Plans (SIPs), SJVAPCD rule development process, and conformity determinations.
7. New motor vehicle emission budgets for State Implementation Plans (SIPs).
8. Reasonably Available Control Measures (RACM), as needed, for SIPs
9. San Joaquin Valley MPO Directors' Association-Interagency Consultation Group (IAC) to address pertinent transportation modeling, air quality modeling, and transportation conformity analysis issues.
10. Comments on proposed air quality plans, rules, regulations and new standards.

Tasks

820.01 Coordinate Regional Policy Council and Executive Directors' Committee meetings, including tracking minutes and other relevant records.
820.02 Track legislation, advocacy.
820.03 Participate in meetings of the California Partnership for the San Joaquin Valley and work on grant-funded projects.
820.04 Participate in the Regional Policy Conference with Valley RTPAs and Regional Policy Council.
820.05 Continue to work with Valley RPAs to ensure Valley's recognition in MAP-21 and FAST Act
820.06 Develop a valleywide chapter for Regional Transportation Plans.
820.07 Continue to work with Caltrans and other RPAs on issues related to plans, projects, and other needs associated with SR 99.
820.08 Participate in meetings related to high-speed rail and intercity rail, as associated with valleywide efforts, positions and activities.
820.09 Continue to investigate alternative methods of coordination of valleywide activities.
820.10 Ensure a coordinated and comprehensive approach to transportation and air quality planning among the eight San Joaquin Valley transportation planning agencies and the San Joaquin Valley Air Pollution Control District.
820.11 Manage the valleywide corporate licensing for the modeling software; continue to work with valley MPOs on model improvement, including land use and transportation models.

820 Valley Coordination Activities

Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
820.01 Regional meetings	■	■	20	■	■	■	■	■	■	■	■	■	■	■	■
820.02 Track legislation, advocacy	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
820.03 CA Partnership	■	■	5			■			■			■			■
820.04 Fall Policy Conference	■	■	10									■	■	■	
820.05 MAP-21/FAST Act monitoring	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.06 RTP Valley-wide chapter	■	■	5										■	■	■
820.07 SR 99	■	■	10	■	■	■	■	■	■	■	■	■	■	■	■
820.08 High Speed/Intercity Rail	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.09 Coordination Support	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
820.10 Valley Air Quality Coordination	■	■	15	■	■	■	■	■	■	■	■	■	■	■	■
820.11 Valleywide corporate licensing coordination	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■

820 Valley RTPA Coordination

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	FTA Carry Fwd	LOCAL FUNDS
Salaries	54,459	40,848	46,820	17,215	29,758
Benefits	19,345	14,014	16,600	5,898	10,552
Overhead	14,235	38,239	40,867	14,892	25,972
Total Staff Costs	88,039	93,101	104,287	38,005	66,282
Direct Costs					
Consultants	132,438	135,000	135,000		135,000
Workshops		10,000	10,000		10,000
Promotion/Outreach	198	5,000	5,000		5,000
Grant Administration					
Total Direct Costs	132,636	150,000	150,000	0	150,000
TOTAL	220,675	243,101	254,287	38,005	216,282
LTF MATCH 11.47%					
TOLL CREDIT MATCH 11.47%				4,359	

	Total	FTA Carry Fwd	LOCAL FUNDS
Consultants			
Sigala - Valley MPO Coordinator	135,000		135,000
	135,000	0	135,000

Administration Activities

910 Fresno COG Administration

Objective

To effectively administer Fresno COG's planning program and fiscal operations.

Discussion

Fresno COG administrative functions include managing work activity identified in the Overall Work Program. This work element also includes fiscal management activities related to budget preparation, financial records maintenance, quarterly progress reporting, legal and auditing services.

Previous work completed

- Fresno COG administrative functions, including fiscal management activities, legal and auditing services.

Products

1. Organized files on personnel management.
2. Current administrative manual.
3. Organized financial records.
4. Payroll and warrants.
5. Grant applications.
6. Quarterly reports/annual report to funding agencies and COG Board.
7. Reimbursement claims.
8. Formal policies and procedures manual.
9. COG Board and committee orientation package.
10. Monthly staff meetings.
11. Agendas, minutes, physical arrangements, scheduling, support, and communications for the COG Policy Board, the Policy Advisory Committee and other advisory committees.

Tasks

910.01 Program Management:
- a. Maintain administrative manual.
- b. Maintain personnel files.
- c. Meet and confer with staff regarding wages, benefits and working conditions.
- d. Prepare grants and contracts.
- e. Coordinate development and administration of OWP and budget.
- f. Ensure program adherence to applicable federal and state regulations and directives to include affirmative action plan and DBE objectives.
- g. Monitor program delivery under the OWP.
- h. Coordinate annual audits and response to audits.
- i. Provide legal counsel when necessary.
- j. Hold monthly internal staff meetings.

910.02 Fiscal Management and Reporting.
- a. Maintain unified accounting system.
- b. Prepare monthly progress reports and quarterly fiscal reports to be submitted to the COG Board for review and approval, and reimbursement claims.
- c. Prepare bi-weekly payroll and monthly warrants.

910 Fresno COG Administration														
Task Description	COG	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
910.01 Program Management	■	60	■	■	■	■	■	■	■	■	■	■	■	■
910.02 Fiscal Management/Reporting	■	40	■	■	■	■	■	■	■	■	■	■	■	■

910 COG Administration

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	LOCAL FUNDS
Salaries	81,725	36,294	46,311	46,311
Benefits	29,031	12,910	16,581	16,581
Overhead	21,362	34,324	40,495	40,495
Total Staff Costs	132,117	83,528	103,387	103,387
Direct Costs				
Software Support & Maint	10,000	10,000	10,000	10,000
Grant Specific Travel		5,000	5,000	5,000
Membership/Dues	16,382	21,000	21,000	21,000
Board Renumeration	16,438	19,200	19,200	19,200
Temporary Help	6,446	4,000	4,000	4,000
Other Misc Expense	5,822	5,000	5,000	5,000
Equipment	18,350	25,000	25,000	25,000
Total Direct Costs	73,438	89,200	89,200	89,200
TOTAL	205,555	172,728	192,587	192,587

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

	Total	LOCAL FUNDS
Membership Dues		
CALCOG	21,000	21,000
Total Membership Dues	21,000	21,000
Equipment		
Computers	15,000	15000
Office Equipment	10,000	10,000
Total Equipment	25,000	25,000

911 Overall Work Program & Budget Development

Objective

Develop an Overall Work Program (OWP) and budget consistent with federal and state funding priorities and local agency needs.

Discussion

Fresno COG staff prepares the OWP in cooperation with local agency staff to reflect federal/state funding priorities as well as local agency needs. It serves to document Fresno COG's planning activities and includes the annual program budget and line-item budget.

Previous work completed

- FHWA approved the final FY 2020-21 OWP in May 2020.
- Formal and administrative amendments

Products

1. 2021/2022 Fresno COG Overall Work Program and budget

Tasks

911.01 Review federal and state OWP guidelines.
911.02 Conduct public outreach pursuant to current Fresno COG Public Participation Plan.
911.03 Identify local project needs.
911.04 Adopt OWP following local agency, federal and state review.
911.05 Process OWP amendments as necessary.
911.06 Monitor fiscal resources and maintain sufficient reserves to insure provision of stable services on a year-to-year basis.
911.07 Construct OWP around ongoing revenue sources, with carryover funding and discretionary grants for one-time projects only.

911 Overall Work Program And Budget

Task Description	COG	CONSLT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
911.01 Review OWP guidelines	■		10			■	■	■							
911.02 Public Outreach	■		20				■	■	■	■	■				
911.03 Identify local project needs	■		40				■	■	■	■	■				
911.04 Adopt OWP	■		5											■	
911.05 Process amendments	■		15	■	■	■	■	■	■	■	■	■	■	■	■
911.06 Monitor fiscal resources	■		5	■	■	■	■	■	■	■	■	■	■	■	■
911.07 Maximize OWP funding	■		5	■	■	■	■	■	■	■	■	■	■	■	■

911 Overall Work Program

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	FTA 5303	FTA Carry Fwd	FHWA PL	LOCAL FUNDS
Salaries	18,407	27,322	27,334	7,630	5,425	6,704	8,826
Benefits	6,539	9,591	9,885	2,524	2,197	2,354	3,857
Overhead	4,811	25,729	23,984	6,542	4,913	6,314	3,916
Total Staff Costs	29,757	62,642	61,203	16,696	12,535	15,372	16,599
Direct Costs							
Total Direct Costs	0	0	0	0	0	0	0
TOTAL	29,757	62,642	61,203	16,696	12,535	15,372	16,599
LTF MATCH 11.47%							
TOLL CREDIT MATCH 11.47%				1,915	1,438	1,763	

912 Local Transportation Funds Administration

Objective

Administer the Local Transportation Fund and State Transit Assistance Fund following the California Transportation Development Act (TDA).

Discussion

Fresno COG, as the Regional Transportation Planning Agency, is responsible for administering the Local Transportation Fund (LTF), and State Transit Assistance Fund (STA) in Fresno County. These funds, based on a portion of the state sales tax, are generally available to local agencies for bicycle and pedestrian facilities, public transportation, social service transportation, and streets and roads projects. Fresno COG's responsibility is to ensure the funds are apportioned, allocated and expended in accordance with current statutory and administrative code requirements. To aid the process, staff assists in claim preparation, monitors related legislative activity and monitors expenditures via audits.

In addition, Fresno COG determines Section 8879.55a(2) allocations for the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA); the California Transit assistance Fund (CTAF), and the Low Carbon Transit Operator Program (LCTOP). Caltrans administers PTMISEA and LCTOP are administered by Caltrans. Homeland Security administers CTAF.

Products

1. Records of LTF, and STA apportionments, claim approvals, and allocations. (continuous)
2. Monthly legislative reports. (monthly)
3. Fiscal and triennial performance audits.
4. Social Service Transportation Advisory Council Meetings/public hearing (re: WE 120)
5. Unmet Transit Needs - staff report (re: WE 120)
6. Allocate Section 8879.55a2 PTMISEA, CTAF, LCTOP

Tasks

912.01 Ensure apportionment, unmet transit need hearings and findings, audits, and other regional transportation planning agency responsibilities are fulfilled.
912.02 Monitor related legislative activity.
912.03 Assist in claim preparation with local agencies.
912.04 Review claims for conformance with applicable TDA law, the Regional Transportation Plan, and Short-Range Transit Plans
912.05 Maintain appropriate financial activity records.
912.06 Conduct Social Service Transportation Advisory Council meetings/public hearing (re: WE 120).
912.07 Update Unmet Transit Needs staff report and conduct public hearing (re: WE 120)
912.08 Contract for appropriate fiscal and triennial performance audits.
912.09 Allocate PTMISEA, CTAF and LCTOP

912 Local Transportation Funds Administration

Task Description	COG	CONSLNT	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
912.01 Comply with RTPA Require.	■		5	■	■	■	■	■	■	■	■	■	■	■	■
912.02 Monitor legislative activity	■		10	■	■	■	■	■	■	■	■	■	■	■	■
912.03 Assist in claims prep.	■		5	■	■	■	■	■	■	■	■	■	■	■	■
912.04 Review TDA claims	■		9	■	■	■	■	■	■	■	■	■	■	■	■
912.05 Maintain financial records	■	■	50	■	■	■	■	■	■	■	■	■	■	■	■
912.06 SSTAC meetings & hearings	■		1											■	
912.07 Update Unmet Trans. Needs	■		1											■	
912.08 Fiscal and performance Audits	■	■	18	■	■	■	■	■	■	■	■	■	■	■	■
912.09 Allocate PTMISEA, CTAF and LCTOP	■		1	■	■	■	■	■	■	■	■	■	■	■	■

912 Transportation Funds Admin.

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	LOCAL FUNDS
Salaries	18,202	17,470	18,055	18,055
Benefits	6,466	6,076	6,423	6,423
Overhead	4,758	16,412	15,774	15,774
Total Staff Costs	29,426	39,958	40,252	40,252
Direct Costs				
County Counsel	23,446	21,000	25,000	25,000
Program Audits	85,083	85,000	30,282	30,282
County Auditor Controller	4,478	8,000	8,000	8,000
Total Direct Costs	113,007	114,000	63,282	63,282
TOTAL	142,433	153,958	103,534	103,534

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

920 Fresno County Rural Transit Agency Administration

Objective

To provide under contract, administrative and fiscal management services for the Fresno County Rural Transit Agency (FCRTA).

Discussion

The Fresno County Rural Transit Agency Administration (FCRTA) was formed 40 years ago in 1979 as a Joint Powers Agency responsible for rural transit operations. It comprises Fresno County and 13 rural incorporated cities. An annual fiscal year contract providing for administrative, fiscal and support services continues to be executed between FCRTA and Fresno COG. This fiscal year, the agency will be led by its general manager, senior transit planner, associate transit planner, and an assistant finance manager.

Previous Work

FCRTA has improved mobility for many who lack transportation and need access to jobs, education and medical services outside their primary area of residence. In its continued support for sustainable transportation, FCRTA, the California Energy Commission, CALSTART, Valley Air District and Caltrans celebrated having installed 13 new charging stations now open to the public that include back-up energy storage for emergency services. FCRTA has taken major steps toward obtaining electric vehicles for the vehicle fleet including the addition of six electric vehicle (EV) vans, seven EV buses and twenty five EV sedans which are being prepared for revenue service. FCRTA also installed solar-powered bus shelters to existing benches that lack shade in rural and disadvantaged areas.

Products

1. FCRTA resolutions related to transit operations.
2. Organized files and correspondence.
3. Contractual agreements between FCRTA, rural incorporated cities, private transit providers, and other transit providers, other municipalities
4. Annual budget.
5. National Transit Database Report, State Auditors Controllers Report, FCRTA portion of Transit Productivity Evaluation.
6. Accounting records, financial statements, and annual audit reports.

Tasks

920.01 Participate with Fresno COG in the rural public transportation planning process.
920.02 Participate with Fresno COG in monitoring and evaluating rural transit systems.
920.03 Participate with Fresno COG in the Social Service Transportation Planning process, as the co-designated (with Fresno Economic Opportunities Commission) Consolidated Transportation Service Agency (CTSA) for Rural Fresno County. Evaluate the current co-designation to determine applicability resulting from the RFP for Inter-City, Intra-City and Maintenance services.
920.04 Coordinate with: Caltrans; Fresno County and each rural incorporated city; further the implementation of the updated Regional Transportation Plan and Rural Short-Range Transit Plan for the Rural Area of Fresno County; Measure C Expenditure Plan.
920.05 Prepare and administer grants in conjunction with transit service implementation.
920.06 Prepare, Adopt, and amend the Annual Budget.
920.07 Negotiate and execute service agreements with rural cities, private transit providers, and other municipalities.
920.08 Act as broker for the fleet of public transportation vehicles.
920.09 Maintain DBE/MBE/WBE/DVBE files.
920.10 Acquire fixed assets.
920.11 Coordinate with Regional Rideshare Program and Taxi Scrip program.
920.12 Comply with state/federal air quality requirements.
920.13 Respond to the Americans with Disabilities Act, FTA Drug and Alcohol Substance Abuse, FTA Safety and Security reporting requirements, and comply with Title VI Requirements and Guidelines for Federal Transit Administration Recipients.
920.14 Maintain records of financial transactions
920.15 Issue warrants for payment of service.
920.16 Comply with audit requirements pursuant to the Transportation Development Act
920.17 Prepare FCRTA portion of the Transit Productivity Evaluation.
920.18 Prepare National Transit Database Report.
920.19 Prepare State Auditors Controllers Report
920.20 Cooperate with and coordinate with agencies and organizations that are alternative energy advocates such as the Air Resources Board, CalStart, Electrify America and SJV Clean Cities Coalition.

920.21 Attend meetings as required, and attend relevant transit industry conferences such as CalACT, CTA, CTAA and APTA.
920.22 Maintain and update FCRTA website.

920 FCRTA Administration

Task Description	COG	FCRTA	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
920.01 Participate in planning process		■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.02 Monitor rural transit systems		■	10	■	■	■	■	■	■	■	■	■	■	■	■
920.03 Participate in CTSA process		■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.04 Update SRTP		■	5	■	■	■						■	■	■	■
920.05 Prepare & administer grants		■	5	■	■	■						■	■	■	■
920.06 Prepare annual budget		■	10								■	■	■	■	■
920.07 Negotiate service contracts		■	5										■	■	■
920.08 Broker fleet transit services		■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.09 Maintain DBE Files		■	1	■	■	■	■	■	■	■	■	■	■	■	■
920.10 Acquire fixed assets		■	7	■	■	■	■	■	■	■	■	■	■	■	■
920.11 Coordinate with rideshare		■	1	■	■	■	■	■	■	■	■	■	■	■	■
920.12 Air quality compliance		■	2	■	■	■									
920.13 ADA, drug & alcohol, & safety & security response		■	2				■	■	■	■					
920.14 Maintain finance records	■		15	■	■	■	■	■	■	■	■	■	■	■	■
920.15 Issue warrants	■		2	■	■	■	■	■	■	■	■	■	■	■	■
920.16 Comply with TDA audit	■	■	5	■	■	■	■	■	■	■	■	■	■	■	■
920.17 Prepare Productivity Report	■	■	5		■	■	■	■	■	■					
920.18 Prepare NTD Report		■	3	■	■	■	■	■	■	■	■	■	■	■	■
920.19 Prepare State Auditors Report		■	2		■	■	■								
920.20 Coordinate Alt. Energy entities		■	1	■	■	■	■	■	■	■	■	■	■	■	■
920.21 Attend required meetings	■	■	3	■	■	■	■	■	■	■	■	■	■	■	■
920.22 Maintain FCRTA website		■	1	■	■	■	■	■	■	■	■	■	■	■	■

920 FCRTA Administration

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	LOCAL FUNDS
Salaries	332,418	349,858	469,566	469,566
Benefits	102,871	111,505	153,719	153,719
Overhead	0	0	0	0
Total Staff Costs	435,289	461,363	623,285	623,285
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	435,289	461,363	623,285	623,285

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

930 Fresno County Transportation Authority Administration

Objective

Provide personnel support services to the Fresno County Transportation Authority (FCTA).

Discussion

The Fresno County Transportation Authority is responsible for administering and allocating Measure C's sales tax revenue. Fresno COG provides FCTA's salary and personnel administration.

Tasks

1. Provide personnel services to the Authority.

930 Authority Administration

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	LOCAL FUNDS
Salaries	1,578	1,203	1,242	1,242
Benefits	560	421	446	446
Overhead	412	1,132	1,088	1,088
Total Staff Costs	2,551	2,756	2,776	2,776
Direct Costs				
Total Direct Costs	0	0	0	0
TOTAL	2,551	2,756	2,776	2,776
LTF MATCH 11.47%				
TOLL CREDIT MATCH 11.47%				

940 Freeway Service Patrol

Objective

Conduct the Freeway Service Patrol in cooperation with Caltrans and the California Highway Patrol, to remove minor incidents rapidly, thereby reducing congestion, secondary accidents, and vehicle emissions.

Discussion

The Fresno County Freeway Service Patrol (FSP) provides free assistance, including changing flat tires, refilling radiators, taping leaking hoses, providing one gallon of fuel, and removing stalled vehicles from the freeway, to morning and evening peak-hour commuters. The program operates along approximately 30.4 miles of SR 41, SR-99, SR-168 and SR-180 in the City of Fresno.

Work Element 940 provides the necessary Fresno COG financial contribution and staff resources to achieve the activities and objectives of the Freeway Service Patrol. A 25 percent local match contribution is required of the COG by state law in order to continue with the FSP program. The source of this local match contribution is Transportation Development Act funds.

Previous work completed

- Joint development of the Fresno County Freeway Service Patrol Memorandum of Understanding (MOU) among Caltrans, Fresno COG and the California Highway Patrol, and subsequent amendment to the MOUA comprehensive review and revision of the MOU was undertaken and completed in 2014.
- Joint development of the Fresno County Freeway Service Patrol Cooperative Agreement between Caltrans and the Fresno COG and subsequent annual amendments to the Agreement through Fiscal Year 1997-98.
- Joint development of program supplement agreements and fund transfer agreements between Caltrans and the Fresno COG for the Fiscal Year 1998-99 through Fiscal Year 2014-15 Freeway Service Patrol.
- Applications for federal transportation funds to provide the additional local match required for the earlier expanded FSP program.
- Requests for proposals for towing services for 2014-15 through 2018-19.

Products

1. FSP tow contract administration.
2. Report, prepared with Caltrans and CHP; evaluation of performance, efficacy and potential for FSP expansion or contraction.

Tasks

940.01 Coordinate with Caltrans on a fund transfer agreement for the Freeway Service Patrol for Fiscal Year 2020-21.
940.02 Participate with Caltrans and the CHP in monitoring, evaluating, and promoting the FSP.
940.03 Administer the FSP tow contract for Fiscal Year 2020-21.
940.04 Monitor and participate as a member of the Statewide Motorist Aid Committee (formerly the FSP Statewide Oversight Committee) and appropriate subcommittees.

940 Freeway Service Patrol

Task Description	COG	PARTNER	% of Work	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
940.01 Execute FTA	■	■	05										■	■	■
940.02 Monitor/Eval/Promote FSP	■	■	40	■	■	■	■	■	■	■	■	■	■	■	■
940.03 Administer FSP Contract	■		40	■	■	■	■	■	■	■	■	■	■	■	■
940.04 Statewide Motorist Aid Com.	■		15				■								

940 Freeway Service Patrol

Budget Account	Actual Cost 2018/19	Adopted Budget 2019/20	Annual Budget 2020/21	State FSP	LOCAL FUNDS
Salaries	1,957	1,188	2,108	1,686	422
Benefits	695	537	961	769	192
Overhead	512	1,202	1,978	0	1,978
Total Staff Costs	3,164	2,927	5,047	2,455	2,592
Direct Costs					
Supplies/Printing	8,471	3,600	8,500	6,800	1,700
Software Support & Maint	5,000	5,000	5,760	4,608	1,152
Freeway Service Patrol	191,150	460,000	460,000	368,000	92,000
Equipment	8,333	3,000	8,500	6,800	1,700
Total Direct Costs	212,954	471,600	482,760	386,208	96,552
TOTAL	216,118	474,527	487,807	388,663	99,144

LTF MATCH 11.47%
TOLL CREDIT MATCH 11.47%

	Total	State FSP	LOCAL FUNDS
Freeway Service Patrol			
Reyna Towing	460,000	368,000	92,000
Total Freeway Service Patrol	460,000	368,000	92,000

Appendices

Appendix A- FHWA and FTA Metropolitan Transportation Planning Process Certification

APPENDIX A

FY 2020/2021 FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450, Caltrans and Fresno Council of Governments, Metropolitan Planning Organization for the County of Fresno urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

I. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 Subparts B and C;

II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794

IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

V. Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;

VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

MPO Authorizing Signature	Caltrans District Approval Signature
Executive Director Title	Deputy District Director - Planning Title
5/26/20 Date	5/29/20 Date

Appendix B-FTA Certifications and Assurances

FEDERAL FISCAL YEAR 2020 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: Fresno Council of Governments

The Applicant certifies to the applicable provisions of categories 01–20. ✓

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

Category		Certification
01	Certifications and Assurances Required of Every Applicant	✓
02	Public Transportation Agency Safety Plans	✓
03	Tax Liability and Felony Convictions	✓
04	Lobbying	✓
05	Private Sector Protections	✓
06	Transit Asset Management Plan	✓
07	Rolling Stock Buy America Reviews and Bus Testing	✓
08	Urbanized Area Formula Grants Program	✓
09	Formula Grants for Rural Areas	✓
10	Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	✓
11	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	✓

		✓
12	Enhanced Mobility of Seniors and Individuals with Disabilities Programs	✓
13	State of Good Repair Grants	✓
14	Infrastructure Finance Programs	✓
15	Alcohol and Controlled Substances Testing	✓
16	Rail Safety Training and Oversight	✓
17	Demand Responsive Service	✓
18	Interest and Financing Costs	✓
19	Construction Hiring Preferences	✓
20	Cybersecurity Certification for Rail Rolling Stock and Operations	

FEDERAL FISCAL YEAR 2020 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

(Required of all Applicants for federal assistance to be awarded by FTA in FY 2020)

AFFIRMATION OF APPLICANT

Name of the Applicant: Fresno Council of Governments

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2020, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during federal fiscal year 2020.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature Tony Boren Date: 5/28/20

Name TONY BOREN Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): _____

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature _____ Date: 5/28/20

Name BRYAN ROME Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

Appendix C-Debarment and Suspension Certification

Fiscal Year 2020/2021 California Department of Transportation

Department and Suspension Certification

As required by U.S. DOT regulations on governmentwide Debarment and Suspension (Nonprocurement), 49 CFR 29.100:

1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
    a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
    b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
    c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
    d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's ***Excluded Parties List System (EPLS)***, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2020/2021

SIGNATURE PAGE

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature _____ Date 5/28/20

Printed Name Tony Boren, Executive Director

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, these certifications and assurances have been legally made and constitute legal and binding obligations of the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

For: Fresno Council of Governments

Signature _____ Date 5/28/20

Printed Name BRYAN ROME

Appendix D - Planning Funds - Eligible Uses

As the name indicates, transportation planning funds (FHWA PL and FTA Section 5303) are to be used for activities associated with the Metropolitan planning process (23 CFR 450). A wide variety of regional transportation planning activities are eligible for transportation planning funds. This is list is illustrative, not inclusive.

Regional planning studies and activities:

- Participate in Federal and State Clean Air Act transportation related air quality planning activities.
- Identify and analyze issues relating to integration of transportation and community goals and objectives in land use, housing, economic development, social welfare and environmental preservation.
- Develop and/or modify tools that allow for better assessment of transportation impacts on community livability.
- Consider alternative growth scenarios that provide information on compact development and related infrastructure needs and costs.
- Participate in appropriate local level mandates.
- Involve the public in the transportation planning process.
- Establish and maintain formal consultation with Native American Tribal Governments enabling their participation in local and state transportation planning and project programming activities.
- Identify and document transportation facilities, projects and services required to meet regional and interregional mobility and access needs.
- Define solutions and implementation issues in terms of the multimodal transportation system, land use and economic impacts, financial constraints, air quality and environmental concerns (including wetlands, endangered species and cultural resources).
- Assess the operational and physical continuity of transportation system components within and between metropolitan and rural areas, and interconnections to and through regions.
- Identify the rights of way for construction of future transportation projects, including unused rights of way needed for future transportation corridors and facilities including airports and intermodal transfer stations.
- Investigate methods to reduce vehicle travel and to expand and enhance travel services.
- Incorporate transit and intermodal facilities, bicycle transportation facilities and pedestrian walkways in plans and programs where appropriate.
- Conduct transit needs assessments and prepare transit development plans and transit marketing plans as appropriate.
- Consider airport ground transportation and transportation to ports, recreational areas and other major trip-generating sites in planning studies as appropriate.
- Develop life cycle cost analyses for all proposed transportation projects and services, and for transportation rehabilitation, operational and maintenance activities.

Regional planning consensus efforts:

- Participate with regional, local and state agencies, the general public and the private sector in planning efforts to identify and plan policies, strategies, programs and actions that maximize and implement the regional transportation infrastructure.
- Conduct collaborative public participation efforts to further extend transportation planning to communities previously not engaged in discussion.
- Create, strengthen and use partnerships to facilitate and conduct regional planning activities among California Department of Transportation (Department), MPOs, RTPAs, Native American Tribal Governments, transit districts, cities, counties, the private sector and other stakeholders.
- Develop partnerships with local agencies responsible for land use decisions to facilitate coordination of transportation planning with land use, open space, job-housing balance, environmental constraints, and growth management.
- Utilize techniques that assist in community-based development of innovative transportation and land use alternatives to improve community livability, long-term economic stability and sustainable development.
- Work with appropriate agencies and developers to reach agreement on proper mitigation measures, and strategies to finance, implement and monitor these mitigation measures; after mitigation measures are implemented and determined to be effective, report status to project sponsors.
- Use partners to identify policies, strategies, programs and actions that enhance the movement of people, goods, services and information.
- Ensure that projects developed at the regional level are compatible with statewide and interregional transportation needs.
- Review the regional project screening process, ranking process, and programming guidelines ensuring comprehensive cost/benefit analysis of all project types are considered.

- Develop and implement joint work programs with transportation and air quality agencies, including transit operators, to enhance coordination efforts, partnerships, and consultation processes; eliminate or reduce redundancies, inefficient or ineffective resource use and overlapping review and approvals.
- Identify and address issues relating to international border crossings, and access to seaports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, military installations; and military base closures.
- Conduct planning and project activities (including corridor studies, and other transportation planning studies) to identify and develop candidate projects for the FY 2008/2009 Federal Transportation Improvement Program (FTIP).
- Preserve existing transportation facilities, planning ways to meet transportation needs by using existing transportation facilities more efficiently, with owners and operators of transportation facilities/systems working together to develop operational objectives and plans which maximize utilization of existing facilities.
- Involve federal and state permit and approval agencies early and continuously in the regional transportation planning process to identify and examine issues to develop necessary consensus and agreement; collaborate with Army Corps of Engineers, National Fish and Wildlife Service, Environmental Protection Agency and other federal agencies responsible for permits and National Environmental Protection Act (NEPA) approvals and with state resources agencies for compliance with California Environmental Quality Act (CEQA).
- Document environmental and cultural resources, and develop and improve coordination between agencies using Geographic Information Services (GIS) and other computer-based tools.

Regional planning documents, consistent with federal and state requirements:

- Regional Transportation Plans (RTP)
- Transportation Improvement Programs (TIP)
- RTP and TIP environmental compliance
- Overall Work Programs (OWP) and Amendments
- Overall Work Program Agreements (OWPA) and Amendments
- Master Fund Transfer Agreements (MFTA)
- Corridor studies

As the name indicates, transportation planning funds (FHWA PL, FTA Section 5303) are to be used for Metropolitan transportation planning process. They cannot be used for project implementation, such as rideshare activities or transit administration, or non-transportation planning Transportation Development Act (TDA) administration. FHWA PL cannot be used for project development such as project initiation documents (PIDs), and project study reports (PSRs) though these activities can be funded with other federal sources. For example, studying whether a traffic impact fee would benefit transportation in the region and even determining appropriate fee levels are acceptable uses, but implementation of the traffic impact fee program goes beyond planning and is not an acceptable use.

In addition, if an agency does not adhere to the Contract and Procurement process outlined in 49 CFR, Part 18.36, federal planning funds cannot be used.

Appendix E- Indirect Cost Allocation Plan (ICAP) Definitions and Areas of Particular Importance

Definitions:

Indirect costs – Those costs incurred for a common or joint purpose benefiting more than one cost objective and not readily assignable to the cost objectives specifically benefited, e.g. cost of renting the office space/building, audit services, postage, utilities, and misc. supplies.

Direct costs – Any cost that can be specifically identified to a final cost objective, e.g. direct labor costs of engineers, project related travel, photocopies, rental of equipment and consultants.

Central Service Cost Allocation Plan – Documentation identifying, accumulating, and allocating or developing billing rates based on the allowable costs of services provided by a government unit on a centralized basis to its departments and agencies. The costs of these services may be allocated or billed to users.

Public Assistance Cost Allocation Plan – A narrative description of the procedures that will be used in identifying, measuring and allocating all administrative costs to all of the programs administered or supervised by State public assistance.

Indirect Cost Rate Proposal – Documentation prepared by a governmental unit or component thereof to substantiate its request for the establishment of an indirect cost rate.

Cost Allocation Plan – The Central Service Cost Allocation Plan, Public Assistance Cost Allocation Plan, and Indirect Cost Rate Proposal.

Indirect Cost Rate Calculation –

$$\frac{\text{Indirect Cost}}{\text{Direct Salaries + Fringe Benefits}}$$

Examples:

Allowable Costs – Audit services, communications, compensation for indirect personnel services, depreciation, rent and travel.

Unallowable Costs – Alcoholic beverages, bad debts, contingencies, contributions and donations, entertainment, lobbying, equipment and other capital expenditures, certain advertising and public relations costs, certain memberships, and general government expenses.

Areas of Particular Importance:

The following items tend to be areas that are of particular importance when reviewing OWPs and its related invoices. If you have any questions regarding a cost on an invoice, please contact HQ Regional Planning staff prior to approval:

- Conflict of Interest
- Inappropriate billings
- Unsupported Direct Labor costs
- Billing of Indirect costs with no approval rate or billing incorrect rate
- Small agencies that share staff and/or accounting systems with other agencies.
- Inaccurate treatment of overtime and the effective hourly rate
- Independent audit-or- (Certified Public Accountant) performing routine accounting functions and providing an opinion on the financial statements.

The following two websites provide additional information about the ICAP procedure and definitions:

CFR Part 225.55:

http://www.whitehouse.gov/omb/fedreg/2005/083105_a87.pdf

2 CFR Part 225.55 has information on definitions, State/Local-Wide Central Service Cost Allocation Plans (Attachment C), Public Assistance Cost Allocation Plans (Attachment D), and the State and Local Indirect Cost Rate Proposals (Attachment E)

Local Assistance Procedures Manual, Chapter 5 Accounting/Invoice Section 5.14 - Obtaining Approval for Indirect Costs:

http://www.dot.ca.gov/hq/LocalPrograms/lam/prog_p/p05accin.pdf

Please contact Caltrans Audits & Investigations staff if there are any questions about the ICAP procedure.

Attachment
A1

Fresno Council of Governments
2020-21
Budget

	Direct Costs	Indirect Costs	Ineligible Costs	Other Program Costs	Total Budget
Salaries	1,589,970	491,983	17,364	652,060	2,751,377
Fringe Benefits	570,834	212,495	5,894	220,747	1,009,970
Total	2,160,804	704,478	23,258	872,807	3,761,348
	A4a	**A3a**	**A3b**	**A3c**	**A4e**
Indirect Costs					
Telephone		10,500			10,500
Insurance		8,000			8,000
Postage		8,000			8,000
Printing Supplies		19,000			19,000
Office Supplies		32,000			32,000
Publ. & Subscript.		5,100			5,100
Advertising & Legal Notice		8,500			8,500
Computer Supplies		15,000			15,000
Office Lease		231,568			231,568
Bldg. Operating Expense		54,000			54,000
Copier Lease		35,000			35,000
Repair & Maint.		7,000			7,000
Travel Expenses		62,000			62,000
Audit		25,956			25,956
Total Indirect		521,624		0	521,624
		A5a			
Depreciation		20,200			20,200
		A6e			
Subtotal Indirect Costs		1,246,302			
		A1a			
Other Direct Costs				17,288,560	17,288,560
				A5b	
ICAP Carry Forward		146,047			146,047
		A6c			
Total Budget	2,160,804	1,392,349	23,258	18,161,367	21,737,779
	A1b				**A5d**

Attachment A2

Fresno Council of Governments
Cost Carry Forward Provision

Fiscal Year	2017/18	2018/19	2019/20		2020/21
Approved Rate	55.70%	66.78%	69.70%	Proposed Rate	64.44%
Indirect Calculation					
Prior year Carry Forward	117,221	227,541	248,116	Prior year Carry Forward	146,047
Indirect Costs Per Single Audit	1,042,155	1,124,843	**A6c**	Estimated Indirect Costs	1,246,302 **A1a**
Total Indirect Costs	1,159,376	1,352,384 **A6a**		Total Indirect Costs	1,392,349
Recovered Costs (Direct Salaries +Benefits) (* Approved Rate)	911,260	1,206,337		Estimated Direct Salarys + Benefits	2,160,804 **A1b**
Future Year Carry Forward	248,116	146,047			
	A6c	**A6b**			
Direct Salaries + Benefits (Per Single Audit)	1,636,016	1,806,434 **A6d**			

Attachment A3

Fresno Council of Governments
2020/21 Indirect Cost Plan

Adjustment for Ineligible Activites

	Executive Director
Salary	214,525
Benefits	72,822
Total Salary & Benefits	287,347
Annual Hours	1,742
Salary Rate	123.15
Benefit Rate	41.80
Ineligible Activities	
One Voice Advocacy	141
Other Activities	
Total Ineligible Hrs.	141
Ineligible Salaries	17,364
Ineligible Benefits	5,894
Ineligible Costs	23,258

	Professional Staff	FCRTA Staff	FAX Staff	Ineligible Activities	Support Staff	Total Staff
Salaries & Benefits	2,160,804	623,287	249,521		727,736	3,761,348
	A4a	**A4b**	**A4c**		**A4d**	**A4e**
Executive Director adj.				23,258	(23,258)	0
Executive Assistant adj.				0	0	0
Subtotal	0	0	0	23,258	(23,258)	0
Adj Salaries & Benefits	2,160,804	623,287	249,521	23,258	704,478	3,761,348
				A3b	***A3a***	
FCRTA Staff		623,287				
FAX Staff		249,521				
Total Other Program Costs		872,808				
		A3c				

Appendix F- Key Federal Contract and Procurement Requirements

Per 49 Code of Federal Regulations, Part 18.36:

(1) Grantees and sub grantees will maintain a contract administration system which ensures that contractors perform in accordance with the terms, conditions, and specifications of their contracts or purchase orders.

(2) Grantees and sub grantees will maintain a written code of standards of conduct governing the performance of their employees engaged in the award and administration of contracts. No employee, officer or agent of the grantee or sub grantee shall participate in selection, or in the award or administration of a contract supported by Federal funds if a conflict of interest, real or apparent, would be involved. Such a conflict would arise when:

(i) The employee, officer or agent,

(ii) Any member of his immediate family,

(iii) His or her partner, or

(iv) An organization which employs, or is about to employ, any of the above, has a financial or other interest in the firm selected for award. The grantee's or sub grantee's officers, employees or agents will neither solicit nor accept gratuities, favors or anything of monetary value from contractors, potential contractors, or parties to sub agreements. Grantee and sub grantees may set minimum rules where the financial interest is not substantial or the gift is an unsolicited item of nominal intrinsic value. To the extent permitted by State or local law or regulations, such standards or conduct will provide for penalties, sanctions, or other disciplinary actions for violations of such standards by the grantee's and sub grantee's officers, employees, or agents, or by contractors or their agents. The awarding agency may in regulation provide additional prohibitions relative to real, apparent, or potential conflicts of interest.

(3) Grantees and sub grantees will maintain records sufficient to detail the significant history of a procurement. These records will include, but are not necessarily limited to the following: rationale for the method of procurement, selection of contract type, contractor selection or rejection, and the basis for the contract price.

(4) Grantees and subgrantees will use time and material type contracts only--

(i) After a determination that no other contract is suitable, and

(ii) If the contract includes a ceiling price that the contractor exceeds at its own risk.

(5) Grantees and subgrantees alone will be responsible, in accordance with good administrative practice and sound business judgment, for the settlement of all contractual and administrative issues arising out of procurements. These issues include, but are not limited to source evaluation, protests, disputes, and claims. These standards do not relieve the grantee or sub grantee of any contractual responsibilities under its contracts. Federal agencies will not substitute their judgment for that of the grantee or sub grantee unless the matter is primarily a Federal concern. Violations of law will be referred to the local, State, or Federal authority having proper jurisdiction.

6) Grantees and sub grantees will have protest procedures to handle and resolve disputes relating to their procurements and shall in all instances disclose information regarding the protest to the awarding agency. A protestor must exhaust all administrative remedies with the grantee and sub grantee before pursuing a protest with the Federal agency. Reviews of protests by the Federal agency will be limited to:

(i) Violations of Federal law or regulations and the standards of this section (violations of State or local law will be under the jurisdiction of State or local authorities) and (ii) Violations of the grantee's or sub grantee's protest procedures or failure to review a complaint or protest. Protests received by the Federal agency other than those specified above will be referred to the grantee or sub grantee.

(7) Grantees will have written selection procedures for procurement transactions. These procedures will ensure that all solicitations:

(i) Incorporate a clear and accurate description of the technical requirements for the material, product, or service to be procured. Such description shall not, in competitive procurements, contain features which unduly restrict competition. The description may include a statement of the qualitative nature of the material, product or service to be procured, and when necessary, shall set forth those minimum essential characteristics and standards to which it must conform if it is to satisfy its intended use. Detailed product specifications should be avoided if at all possible. When it is impractical or uneconomical to make a clear and accurate description of the technical requirements, a "brand name or equal" description may be used as a means to define the performance or other salient requirements of a procurement. The specific features of the named brand which must be met by offerors shall be clearly stated; and (ii) Identify all requirements which the offerors must fulfill and all other factors to be used in evaluating bids or proposals.

Appendix G - Deputy Directive Complete Streets – Intergrating the Transportation System

California Department of Transportation

Serious drought.
Help save water!

Deputy Directive

Number	DD-64-R2
Refer to Director's Policy:	DP-22 Context Sensitive Solutions DP-05 Multimodal Alternatives DP-06 Caltrans Partnerships DP-23-R1 Energy Efficiency, Conservation and Climate Change
Effective Date	10/17/14
Supersedes:	DD-64-R1 (10/2/2008)
Responsible Program	Planning and Modal Programs

TITLE: Complete Streets - Integrating the Transportation System

POLICY

The California Department of Transportation (Caltrans) provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

Caltrans develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian, and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance and operations. Developing a network of "complete streets" requires collaboration among all Department functional units and stakeholders to establish effective partnerships.

DEFINITION BACKGROUND

Complete Street - A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility.

The intent of this directive is to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of "complete streets."

State and federal laws require Caltrans and local agencies to promote and facilitate increased bicycling and walking. California Vehicle Code (CVC) sections 21200-21212, and Streets and Highways Code (sections 890-894.2) identify the rights of bicyclists and pedestrians, and establish legislative intent that people of all ages using all types of mobility devices are able to travel on roads. Bicyclists, pedestrians, and non-motorized traffic are permitted on all state facilities, unless prohibited (CVC, section 21960). Therefore, the Department and local agencies have the duty to provide for the safety and mobility needs of all who have legal access to the transportation system.

Department manuals and guidance outline statutory requirements, planning policy, and project delivery procedures to facilitate multimodal travel, which includes connectivity to public transit for bicyclists and pedestrians. In many instances, roads designed to Caltrans' standards provide basic access for bicycling and walking. This directive does not supersede existing laws. To ensure successful implementation of "complete streets," manuals, guidance, and training will be updated and developed.

RESPONSIBILITIES

Chief Deputy Director:

- Establishes policy consistent with Caltrans' objectives to develop a safe and efficient multimodal transportation system for all users.
- Ensures management staff is trained to provide for the needs of bicyclists, pedestrians, and transit users

Deputy Directors, Planning and Modal Programs and Project Delivery:

- Include bicycle, pedestrian, and transit modes in statewide strategies for safety and mobility, and in system performance measures.
- Provide tools and establish processes to identify and address the needs of bicyclists, pedestrians, and transit users early and continuously throughout planning and project development activities.
- Ensure districts document decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.
- Ensure departmental manuals, guidance, standards, and procedures reflect this directive, and identify and explain Caltrans' objectives for multimodal travel.
- Ensure an Implementation Plan for this directive is developed.

Deputy Director, Maintenance and Operations:

- Provides tools and establishes processes that ensure regular maintenance and operations activities meet the safety and mobility needs of bicyclists, pedestrians, and transit users in construction and maintenance work zones, encroachment permit work, and system operations.
- Ensures departmental manuals, guidance, standards, and procedures reflect this directive and identifies and explains Caltrans' objectives for multimodal travel.

District Directors:

- Promote partnerships with local, regional, and state agencies to plan and fund facilities for integrated multimodal travel and to meet the needs of all travelers.
- Identify bicycle and pedestrian coordinator(s) to serve as advisor(s) and external liaison(s) on issues that involve the district, local agencies, and stakeholders.
- Ensure bicycle, pedestrian, and transit needs are identified in district system planning products; addressed during project initiation; and that projects are designed, constructed, operated, and maintained using current standards.
- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Provide documentation to support decisions regarding bicycle, pedestrian, and transit modes in project initiation and scoping activities.

Deputy District Directors, Planning, Design, Construction, Maintenance, and Operations:

- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Collaborate with local and regional partners to plan, develop, and maintain effective bicycle, pedestrian, and transit networks.
- Consult locally adopted bicycle, pedestrian, and transit plans to ensure that state highway system plans are compatible.
- Ensure projects are planned, designed, constructed, operated, and maintained consistent with project type and funding program to provide for the safety and mobility needs of all users with legal access to a transportation facility.
- Implement current design standards that meet the needs of bicyclists, pedestrians, and transit users in design, construction and maintenance work zones, encroachment permit work, and in system operations.
- Provide information to staff, local agencies, and stakeholders on available funding programs addressing bicycle, pedestrian, and transit travel needs.

Chiefs, Divisions of Aeronautics, Local Assistance, Rail and Mass Transportation, Transportation Planning, Research, Innovation and System Information, and Transportation Programming:

- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Caltrans transportation plans and studies.
- Support interdisciplinary participation within and between districts in the project development process to provide for the needs of all users.
- Encourage local agencies to include bicycle, pedestrian, and transit elements in regional and local planning documents, including general plans, transportation plans, and circulation elements.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Advocate, partner, and collaborate with stakeholders to address the needs of bicycle, pedestrian, and transit travelers in all program areas.
- Support the development of new technology to improve safety, mobility, and access for bicyclists, pedestrians, and transit users of all ages and abilities.
- Research, develop, and implement multimodal performance measures.
- Provide information to staff, local agencies, and stakeholders on available funding programs to address the needs of bicycle, pedestrian, and transit travelers.

Chiefs, Divisions of Traffic Operations, Maintenance, Environmental Analysis, Design, Construction, and Project Management:

- Provide guidance on project design, operation, and maintenance of work zones to safely accommodate bicyclists, pedestrians, and transit users.
- Ensure the transportation system and facilities are planned, constructed, operated, and maintained consistent with project type and funding program to maximize safety and mobility for all users with legal access.
- Promote and incorporate, on an ongoing basis, guidance, procedures, and product reviews that maximize bicycle, pedestrian, and transit safety and mobility.
- Support multidisciplinary district participation in the project development process to provide for the needs of all users.

Employees:

- Follow and recommend improvements to manuals, guidance, and procedures that maximize safety and mobility for all users in all transportation products and activities.
- Promote awareness of bicycle, pedestrian, and transit needs to develop an integrated, multimodal transportation system.
- Maximize bicycle, pedestrian, and transit safety and mobility through each project's life cycle.

APPLICABILITY

All Caltrans employees.

Kome Ajise

KOME AJISE
Chief Deputy Director

10/16/14

Date Signed

Appendix H - Certification of Restriction on Lobbying

CERTIFICATION
OF
RESTRICTIONS ON LOBBYING

I, Tony Boren, Executive Director, hereby certify on behalf of the Fresno Council of Governments that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement and the extension, continuation, renewal, amendment or modification of any Federal contract, grant or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, and officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $ 10,000 and not more than $ 100,000 for each such failure.

Executed this 28th day of May, 2020.

By: _____

TONY BOREN, Executive Director
Fresno Council of Governments

Appendix I - Resolution of Approval

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2020-07

In the Matter of:)	RESOLUTION ADOPTING
)	THE OVERALL WORK PROGRAM AND
OVERALL WORK PROGRAM)	LINE ITEM BUDGET FOR
AND LINE ITEM BUDGET)	FISCAL YEAR 2020-21
_____)	

WHEREAS, the Fresno Council of Governments (Fresno COG) has been designated the Regional Transportation Planning Agency (RTPA) for Fresno County by the Secretary of the Business and Transportation Agency pursuant to Section 29532 of the California Code of Regulations (as amended by AB 402, 1977); and acting as the Metropolitan Planning Agency (MPO) (Federal Highway Act of 1974 and the Urban Mass Transportation Administration Act of 1964 as amended pursuant to the joint regulations - Code of Federal Regulations, Title 23, Part 450; Title 49, Part 613); and

WHEREAS, the Fresno COG is the State designated Areawide Clearinghouse to coordinate the evaluation and review of Federal and Federally assisted programs and projects as required by the Presidential Executive Order 12372; and

WHEREAS, the Fresno COG is required by Federal and State funding agencies to prepare and submit an Overall Work Program pursuant to the Department of Transportation, Intermodal Planning Group Region IX Guidelines for Metropolitan Planning Organizations; and

WHEREAS, the Fresno COG submits required annual certificates and assurances to the Federal Highway Administration and Federal Transit Administration; and

WHEREAS, Fresno COG staff has sought input from member agencies, including transit operators, and the State with respect to proposed work to be performed to satisfy Federal and State requirements, in addition to local priorities; and

WHEREAS, the Overall Work Program cites activities to which Fresno COG commits to satisfy various Federal regulations including equal opportunity and fair employment practices and Disadvantaged Business Enterprise requirements; and

WHEREAS, the proposed Overall Work Program has been prepared to meet Federal and State requirements; and

WHEREAS, the Overall Work Program is considered to be a guide for work activity and may be considered for amendment by the Fresno COG Policy Board during the 2019-20 fiscal year; and

WHEREAS, the Fresno COG has prepared a line item budget which is consistent with the Overall Work Program, and

WHEREAS, the Overall Work Program has been circulated through the Areawide Clearinghouse process.

NOW, THEREFORE, BE IT RESOLVED, that the Fresno COG adopts the FY 2019-20 Overall Work Program and Line Item Budget for 2019-20 including statements of commitment to satisfy all Federal and State requirements for grant approval.

BE IT FURTHER RESOLVED that the Fresno COG Executive Director and/or Policy Board Chairman are authorized to execute and submit certifications, assurances, applications and agreements for funding to State, Federal and Local government agencies identified as proposed sources of funding by the FY 2019-20 Overall Work Program; and execute and submit agreements with participating member agencies and auditors; and

BE IT FURTHER RESOLVED, that the Fresno COG will continue to work with State and Federal funding agencies in addition to member agencies on any adjustments to the Overall Work Program and Line Item Budget which may occur subsequent to July 1, 2019

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 28th day of May, 2020.

AYES: Clovis, Coalinga, Firebaugh, Fowler, Fresno City, Kerman, Kingsburg, Mendota, Parlier, Reedley, Sanger, Selma

NOES: None

ABSTAIN: None

ABSENT: Huron, Orange Cove, San Joaquin, Fresno County

ATTEST:

Signed: David T. Cardenas
David Cardenas, Chair

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting thereof held on the 28th day of May, 2020

Signed: Tony Boren
Tony Boren, Executive Director

TOTAL REVENUES
INCLUDING CARRYOVER

	Actual Cost 2018/19	Total Adopted Budget 2019/20	Total Proposed Budget 2020/21	Total Budget Increase (Decrease)	Percent Change
FEDERAL	***35%***	***29%***	***22%***		
FTA 5303 Apportionment	344,878	341,643	370,158	28,515	8%
FTA 5303 Reserve Draw	0	171,704	175,540	3,836	2%
FTA 5304	340,761	481,559	212,187	(269,372)	-56%
FTA JARC 5316	21,962	124,438	0	(124,438)	-100%
FTA NF 5317	257,325	599,388	567,545	(31,843)	-5%
FTA 5307	364,765	502,969	615,148	112,179	22%
FTA 5310	443,816	1,323,214	828,509	(494,705)	-37%
FTA 5311(f)	209,474	100,000	120,000	20,000	20%
FHWA/PL Apportionment	1,725,080	1,561,813	1,663,121	101,308	6%
FHWA/PL Reserve Draw	0	691,620	208,500	(483,120)	-70%
FAA	53,411	0	0	0	0%
FEDERAL SUBTOTAL	**3,761,472**	**5,898,348**	**4,760,708**	**(1,137,640)**	**-19%**
STATE	***7%***	***9%***	***29%***		
STATE STIP PLANNING	66,749	0	399,000	399,000	0%
STATE FSP	171,926	379,268	388,663	9,395	2%
STATE HWY ACCT	81,983	134,473	0	(134,473)	-100%
STATE SPR	49,650	189,390	95,005	(94,385)	-50%
STATE RMRA	356,133	1,081,714	741,151	(340,563)	-31%
STATE REAP			4,749,860	4,749,860	0%
STATE SUBTOTAL	**726,441**	**1,784,845**	**6,373,679**	**4,588,834**	**257%**

LOCAL	***59%***	***62%***	***49%***		
LOCAL RESERVE DRAW	0	191,032	154,094	(36,938)	-19%
LTF ADMIN.	155,000	155,000	100,000	(55,000)	-35%
LTF PLANNING	1,001,151	1,070,976	1,103,446	32,470	3%
MEMBER DUES	40,000	40,000	40,000	0	0%
OUTSIDE SERVICES	21,375	15,000	15,000	0	0%
INTEREST EARNINGS	140,690	75,000	75,000	0	0%
TRANS AUTH ADMIN	2,626	2,757	2,775	18	1%
TRANS AUTH PLANNING	3,884,454	9,650,648	7,880,935	(1,769,713)	-18%
FCRTA ADMIN.	435,289	461,363	623,285	161,922	35%
VALLEY COGS	150,799	137,333	138,526	1,193	1%
FAX FTA MATCH	1,330	600	600	0	0%
In Kind/ Cash Match	229,761	219,383	171,286	(48,097)	-22%
MISC OTHER	309,965	418,856	298,445	(120,411)	-29%
LOCAL SUBTOTAL	**6,372,440**	**12,437,948**	**10,603,392**	**(1,834,556)**	**-15%**
TOTAL REVENUES	***10,860,353***	***20,121,141***	***21,737,779***	***1,616,638***	***8%***

TOTAL EXPENSES

	Actual Cost 2018/19	Total Adopted Budget 2019/20	Total Proposed Budget 2020/21	Total Budget Increase (Decrease)	Percent Change
SALARIES	**22%**	**13%**	**13%**		
Salaries - COFCG	1,816,682	2,027,559	2,099,316	71,757	4%
Salaries - FCRTA	332,418	349,857	469,566	119,709	34%
Salaries - FAX	172,307	175,159	182,494	7,335	4%
Total Salaries	**2,321,407**	**2,552,575**	**2,751,376**	**198,801**	**8%**
BENEFITS	**8%**	**5%**	**5%**		
Vehicle Allowance/Parking Permits	32,250	32,250	43,080	10,830	34%
Retirement	349,147	382,886	412,707	29,821	8%
Health Insurance	320,788	372,080	424,342	52,262	14%
Dental/Optical	29,967	35,109	36,363	1,254	4%
Life, Disablity, & Unemployement Ins.	23,878	24,380	27,249	2,869	12%
Workers Comp	17,031	24,532	26,335	1,803	7%
FICA/Medicare	33,864	37,012	39,895	2,883	8%
BENEFITS SUBTOTAL	**806,925**	**908,249**	**1,009,971**	**101,722**	**11%**
INDIRECT OVERHEAD	**4%**	**2%**	**2%**		
Telephone	9,512	10,500	10,500	0	0%
Insurance	4,877	8,000	8,000	0	0%
Postage	4,510	8,000	8,000	0	0%
Printing Supplies	17,760	19,000	19,000	0	0%
Office Supplies	23,559	32,000	32,000	0	0%
Publ. & Subscript.	6,042	5,100	5,100	0	0%
Advertising & Legal Notice	4,587	8,500	8,500	0	0%
Computer Supplies	13,973	10,000	15,000	5,000	50%
Office Lease	213,073	222,631	231,568	8,937	4%
Bldg. Operating Expense	53,004	53,000	54,000	1,000	2%
Copier Lease/Service Contracts	33,243	35,000	35,000	0	0%
Repair & Maint.	6,476	7,000	7,000	0	0%
Travel Expenses	59,237	50,500	62,000	11,500	23%
Single Audit	25,000	33,600	25,956	(7,644)	-23%
INDIRECT OVERHEAD SUBTOTAL	**474,853**	**502,831**	**521,624**	**18,793**	**4%**
ICAP -Cost Carry Fwd & Depreciation	7,797	253,787	166,248	(87,539)	-34%
Total Salaries Benefits & Overhead	**3,610,982**	**4,217,442**	**4,449,219**	**231,777**	**5%**

OTHER DIRECT COSTS	66%	79%	80%		
Consultants	2,406,894	5,598,672	4,853,824	(744,848)	-13%
Supplies/Printing	23,694	61,903	58,613	(3,290)	-5%
Software Support/Maint	194,957	375,181	312,439	(62,742)	-17%
Workshops	3,450	20,500	25,000	4,500	22%
Promotion/Outreach	42,818	333,000	330,000	(3,000)	-1%
Carpool Subsidy	45,600	48,000	48,000	0	0%
Prizes & Awards	30,500	32,000	32,000	0	0%
Commuter Van Pool Subsidy	244,574	185,000	488,000	303,000	164%
Taxi Scrip	382,276	470,000	480,000	10,000	2%
Farm Worker Van Pool Subsidy	352,886	560,000	560,000	0	0%
Grant Specific Travel	23,161	37,209	38,009	800	2%
FTA 5316 JARRC	21,962	124,438	0	(124,438)	-100%
FTA 5317 New Freedom	329,838	611,248	570,664	(40,584)	-7%
FTA 5310	513,142	1,431,538	892,767	(538,771)	-38%
Translation Services		4,500	4,500	0	0%
County Counsel	37,495	31,000	35,000	4,000	13%
Program Audits	93,483	85,000	38,934	(46,066)	-54%
County Auditor Controller	4,478	8,000	8,000	0	0%
Membership/Dues	16,382	21,000	21,000	0	0%
Board Renumeration	16,438	19,200	19,200	0	0%
Temporary Help	6,446	14,000	4,000	(10,000)	-71%
Other Misc Expense	8,971	11,802	11,802	0	0%
Freeway Service Patrol	191,150	460,000	460,000	0	0%
Equipment	40,045	78,000	83,500	5,500	7%
Agency Pass Trough	1,970,289	5,245,164	7,786,193	2,541,029	48%
Grant Administration		37,344	127,115	89,771	240%
OTHER DIRECT SUBTOTAL	**7,000,929**	**15,903,699**	**17,288,560**	**1,384,861**	**9%**
TOTAL EXPENSES	***10,611,911***	***20,121,141***	***21,737,779***	***1,616,638***	**8%**

FY 2019/20 OWP Spreadsheet

Expenditure by Revenue Source

Work Element	Description	FTA/MPO 5303 CARRY OVER	FTA/MPO 5303	FTA 5311(f)	FTA 5304	FTA 5316/5317 5310	FTA 5307	FHWA PL CARRY OVER	FHWA PL	STATE PPM	STATE RMRA 2018/19	STATE RMRA 2019/20	STATE RMRA 2020/21	STATE FSP	STATE PTA	STATE SPR	COFCG LTF	Other	Revenue Total Total
110	REGIONAL STREETS PLANNING	0	0	0	0	0	0	0	36,059	0	0	0	0	0	0	0	0	300,000	336,059
111	REGIONAL TRANSPORTATION MODEL	0	0	0	0	0	0	0	516,798	0	0	0	0	0	0	0	0	35,205	552,003
112	REGIONAL TRAFFIC MONITORING	0	90,740	0	0	0	0	0	237,200	0	0	0	0	0	0	0	0	0	327,940
114	INTELLIGENT TRANS. SYSTEMS	0	13,324	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13,324
115	REGIONAL TRANSP MITIGATION FEE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111,559	111,559
116	NATIONAL PARKS	0	0	120,000	0	0	413,131	0	0	0	0	0	0	0	0	0	0	226,555	759,686
117	GOLDEN STATE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	736,901	736,901
120	PUBLIC TRANSPORTATION - URBAN	0	0	0	0	0	202,017	0	0	0	0	0	0	0	0	0	104,318	600	306,935
121	FTA GRANT PROGRAMS	0	0	0	0	1,396,054	0	0	0	0	0	0	0	0	0	0	45,212	67,377	1,508,643
142	FCRTA RURAL TRANSIT OPERATIONAL PLN	0	0	0	0	0	0	0	0	0	13,280	0	0	0	0	0	1,720	0	15,000
143	REVERSE TRIANGLE FY 2018/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95,005	26,939	10,768	132,712
144	ELECTRIC VEHICLE FY 2018/19	0	0	0	0	0	0	0	0	0	69,078	0	0	0	0	0	16,252	0	85,330
146	BETTER BLACKSTONE FY 2018/19	0	0	0	0	0	0	0	0	0	66,398	0	0	0	0	0	18,258	0	84,656
147	FRESNO CNTY TRAIL MP FY 2018/19	0	0	0	0	0	0	0	0	0	66,398	0	0	0	0	0	18,258	0	84,656
148	TRANSIT ON BOARD SURVEY	0	0	0	0	0	0	0	0	0	0	96,807	0	0	0	0	16,734	15,650	129,191
149	SB743 TRANSPORTATION IMPACT ANALYSIS	0	0	0	0	0	0	0	0	0	0	21,706	0	0	0	0	9,546	0	31,252
150	OTHER MODAL ELEMENTS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38,770	0	38,770
152	HIGH SPEED RAIL PLANNING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,927	0	2,927
153	AIRPORT LAND USE COMMISSION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32,078	0	32,078
160	BETTER BLACKSTONE PHASE II	0	0	0	212,187	0	0	0	0	0	0	0	0	0	0	0	0	27,491	239,678
161	FRESNO/MADERA SUSTIANABLE CORRIDOR	0	0	0	0	0	0	0	0	0	0	0	325,954	0	0	0	43,248	50,000	419,202
162	SUSTAINABLE PLANNING GRANT PROGRAM	0	0	0	0	0	0	0	0	0	0	0	81,530	0	0	0	10,563	0	92,093
170	REGIONAL TRANSPORTATION PLAN	125,000	0	0	0	0	0	160,000	649,009	0	0	0	0	0	0	0	0	0	934,009
171	TRANSP. PERFORMANCE MANAGEMENT	0	45,811	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45,811
172	CONGESTION MANAGEMENT PRG	0	33,936	0	0	0	0	0	0	0	0	0	0	0	0	0	20,000	0	53,936
180	AIR QUALITY/TRANS. PLANNING	0	178,408	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	178,408
210	MEASURE "C" - EXTENSION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,423,497	4,423,497
211	MEASURE "C" - OVERSIGHT COMMITTEE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25,662	25,662
212	MEASURE "C" - RIDESHARE VANPOOL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	816,214	816,214
214	MEASURE "C" - ADA SENIORS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	817,421	817,421
215	MEASURE "C" - FARMWORKER VANPOOL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	701,147	701,147
220	TRANSPORTATION PROG DEV.	0	0	0	0	0	0	0	0	399,000	0	0	0	0	0	0	0	0	399,000
310	INTERGOVERNMENTAL COORD.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146,987	0	146,987
311	PUBLIC INFO. AND PARTICIPATION	0	0	0	0	0	0	48,500	149,388	0	0	0	0	0	0	0	0	0	197,888
313	ENVIRONMENTAL JUSTICE	0	0	0	0	0	0	0	30,538	0	0	0	0	0	0	0	0	0	30,538
320	TECHNICAL ASSISTANCE TO MEMB.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187,542	90,000	277,542
350	FRESNO REGIONAL DATA CENTER	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35,045	0	35,045
360	ONE VOICE ADVOCACY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78,322	60,424	138,746
411	AG FARMLAND MITIGATION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
420	REGIONAL HOUSING NEEDS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,749,860	4,749,860
820	VALLEY RTPA COORDINATION	29,248	0	0	0	0	0	0	28,757	0	0	0	0	0	0	0	92,961	103,321	254,287
910	COG ADMINISTRATION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	192,583	0	192,583
911	OWP & BUDGET	21,292	7,939	0	0	0	0	0	15,372	0	0	0	0	0	0	0	16,599	0	61,202
912	TRANSPORTATION FUNDS ADMIN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103,534	0	103,534
920	FCRTA ADMINISTRATION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	623,285	623,285
930	AUTHORITY ADMINISTRATION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,775	2,775
940	FREEWAY SERVICE PATROL	0	0	0	0	0	0	0	0	0	0	0	0	388,663	0	0	99,144	0	487,807
	TOTAL EXPENDITURES	175,540	370,158	120,000	212,187	1,396,054	615,148	208,500	1,663,121	399,000	215,154	118,513	407,484	388,663	0	95,005	1,357,540	13,995,712	21,737,779
																			0
	TOLL CREDIT MATCH	20,134	42,457			288,497		23,915	190,760										565,763

FY 2020-21 OWP Spreadsheet

Expenditure by PROGRAM

	Work Element Description	COG	Programs & Services	Agency Total
110	REGIONAL TRANSPORTATION MODELING	36,059	300,000	336,059
111	REGIONAL TRANSPORTATION MODELING	407,003	145,000	552,003
112	REGIONAL TRAFFIC MONITORING	40,740	287,200	327,940
114	INTELLIGENT TRANS. SYSTEMS	13,324	0	13,324
115	REGIONAL TRANS. MITIGATION FEE	47,907	63,652	111,559
116	NATIONAL PARKS	12,186	747,500	759,686
117	GOLDEN STATE	36,901	700,000	736,901
120	PUBLIC TRANSPORTATION - URBAN	263,935	53,000	306,935
121	FTA Grants	45,212	1,463,431	1,508,643
142	FCRTA RURAL TRANSIT OPERATIONAL PLAN	0	15,000	15,000
143	REVERSE TRIANGLE FY 2018/19	3,188	129,524	132,712
144	ELECTRIC VEHICLE 2018/19	10,330	75,000	85,330
146	BETTER BLACKSTONE 2018/19	9,656	75,000	84,656
147	FRESNO COUNTY TRAIL MASTER PLAN 2018/19	9,656	75,000	84,656
148	TRANSIT ON BOARD SURVEY	4,191	125,000	129,191
149	SB743 TRANSPORTATION IMPACT ANALYSIS	11,252	20,000	31,252
150	OTHER MODAL ELEMENTS	36,770	2,000	38,770
152	HIGH SPEED RAIL PLANNING	2,927	0	2,927
153	AIRPORT LAND USE COMMISSION	22,078	10,000	32,078
160	BETTER BLACKSTONE PHASE II	9,656	230,022	239,678
161	FRESNO/MADERA SUSTAINABLE CORRIDOR	7,202	412,000	419,202
162	SUSTAINABLE PLANNING GRANT PROGRAM	0	92,093	92,093
163	FREIGHT PLANNING	6,006	0	6,006
170	REGIONAL TRANSPORTATION PLAN	546,661	385,000	931,661
171	TRANSP PERFORMANCE MANAGEMENT	45,811	0	45,811
172	CONGESTION MANAGEMENT PROGRAM	33,936	20,000	53,936
180	AIR QUALITY/TRANS. PLANNING	109,750	65,000	174,750
210	MEASURE "C" - EXTENSION	352,860	4,070,637	4,423,497
211	MEASURE "C" - OVERSIGHT COMMITTEE	24,662	1,000	25,662
212	MEASURE "C" - RIDESHARE/VAN POOL	107,214	709,000	816,214
214	MEASURE "C" - ADA/SENIORS	180,421	637,000	817,421
216	MEASURE "C" - FARM VANPOOL	33,647	667,500	701,147
220	TRANSPORTATION PROG DEVELOPMENT	338,321	60,679	399,000
310	INTERGOVERNMENTAL COORDINATION	87,371	59,616	146,987
311	PUBLIC INFO. AND PARTICIPATION	149,368	48,500	197,868
313	ENVIRONMENTAL JUSTICE	30,538	0	30,538
320	TECHNICAL ASSISTANCE TO MEMBERS	127,542	150,000	277,542
350	FRESNO REGIONAL DATA CENTER	35,045	0	35,045
360	ONE VOICE ADVOCACY	78,322	60,424	138,746
420	REGIONAL HOUSING ELEMENT	101,320	4,648,540	4,749,860
820	VALLEY RTPA COORDINATION	104,267	150,000	254,267
910	COG ADMINISTRATION	103,383	89,200	192,583
911	OWP & BUDGET	61,202	0	61,202
912	TRANSPORTATION FUNDS ADMIN	40,252	63,282	103,534
920	FCRTA ADMINISTRATION	623,285	0	623,285
930	AUTHORITY ADMINISTRATION	2,775	0	2,775
940	FREEWAY SERVICE PATROL	5,047	482,760	487,807
	TOTAL EXPENDITURES	*4,449,219*	*17,288,560*	*21,737,779*

FHWA-PL CARRY OVER BALANCE	
Carry over Balance 06/30/19	720,576
2019/20 Estimated Allocation	1,561,813
2021/20 OWP Programmed	(2,253,889)
2018/19 Estimated Deobligation	180,000
Estimated Balance 06/30/20	**208,500**
2020/21 Estimated Allocation	1,663,121
2020/21 OWP Programmed	(1,871,621)
Balance 06/30/21	**0**

FTA 5303 Allocation	
Carry over Balance 06/30/19	279,244
2019/20 Estimated Allocation	341,643
2021/20 OWP Programmed	(513,347)
2018/19 Estimated Deobligation	68,000
Estimated Balance 06/30/20	**175,540**
2020/21 Estimated Allocation	370,158
2020/21 OWP Programmed	(545,698)
Balance 06/30/21	**0**

FRESNO COG FY 2020-21 PY Calc

PY Calcualtion

	Work Element Description	COFCG	County	Fresno	Clovis	FCEOC	Agency Total
110	REG STREETS & ROADS	0.22	0.00	0.00	0.00	0.00	0.22
111	REGIONAL TRANSPORTATION MODELING	2.50	0.00	0.00	0.00	0.00	2.50
112	REGIONAL TRAFFIC MONITORING	0.25	1.48	0.80	0.10	0.00	2.63
114	INTELLIGENT TRANS. SYSTEMS	0.08	0.00	0.00	0.00	0.00	0.08
115	REGIONAL TRANS. MITIGATION FEE	0.29	0.00	0.00	0.00	0.00	0.29
116	NATIONAL PARKS	0.07	0.00	0.00	0.00	0.00	0.07
117	GOLDEN STATE	0.23	0.00	0.00	0.00	0.00	0.23
120	PUBLIC TRANSPORTATION - URBAN	1.56	0.00	0.00	0.00	0.50	2.06
121	FTA 5310	0.28	0.00	0.00	0.00	0.00	0.28
124	BUSINESS COMMUT MAXIMIZATION	0.00	0.00	0.00	0.00	0.00	0.00
140	SUSTAIN COM. GRANTS CYCLE I	0.00	0.00	0.00	0.00	0.00	0.00
141	PAVEMENT MANAGEMENT SYSTEM	0.00	0.00	0.00	0.00	0.00	0.00
142	SUSTAIN COM. GRANTS CYCLE II	0.00	0.00	0.00	0.00	0.00	0.00
143	REVERSE TRIANGLE STUDY	0.23	0.00	0.00	0.00	0.00	0.23
144	Electric Vehicle Charging	0.02	0.00	0.00	0.00	0.00	0.02
145	Network Vunerability	0.14	0.00	0.00	0.00	0.00	0.14
146	Better Blackstone	3.97	0.00	0.00	0.00	0.00	3.97
147	County Trail Master Plan	0.28	0.00	0.00	0.00	0.00	0.28
152	HIGH SPEED RAIL PLANNING	0.02	0.00	0.00	0.00	0.00	0.02
153	AIRPORT LAND USE COMMISSION	0.14	0.00	0.00	0.00	0.00	0.14
160	BETTER BLACKSTONE DESIGN PHASE II	0.06	0.00	0.00	0.00	0.00	0.06
161	FRESNO/MADERA SUSTAINABLE CORRIDOR	0.04	0.00	0.00	0.00	0.00	0.04
162	SUSTAINABLE PLANNING GRANT PROGRAM	0.00	0.00	0.00	0.00	0.00	0.00
163	FREIGHT PLANNING	0.04	0.00	0.00	0.00	0.00	0.04
170	REGIONAL TRANSPORTATION PLAN	3.97	0.00	0.00	0.00	0.00	3.97
172	CONGESTION MANAGEMENT PROGRAM	0.21	0.00	0.00	0.00	0.00	0.21
180	AIR QUALITY/TRANS. PLANNING	0.67	0.00	0.00	0.00	0.00	0.67
210	MEASURE "C" - EXTENSION	2.16	0.00	0.00	0.00	0.00	2.16
211	MEASURE "C" - OVERSIGHT COMMITTEE	0.15	0.00	0.00	0.00	0.00	0.15
212	MEASURE "C" - RIDESHARE/VAN POOL	0.66	0.00	0.00	0.00	0.00	0.66
214	MEASURE "C" - ADA/SENIORS	1.11	0.00	0.00	0.00	0.00	1.11
215	MEASURE "C" - FARM VANPOOL	0.21	0.00	0.00	0.00	0.00	0.21
220	TRANSPORTATION PROG DEVELOPMENT	2.08	0.00	0.00	0.00	0.00	2.08
310	INTERGOVERNMENTAL COORDINATION	0.54	0.46	0.04	0.10	0.00	1.14
311	PUBLIC INFO. AND PARTICIPATION	0.92	0.00	0.00	0.00	0.00	0.92
313	ENVIRONMENTAL JUSTICE	0.19	0.00	0.00	0.00	0.00	0.19
320	TECHNICAL ASSISTANCE TO MEMBERS	0.78	0.00	0.00	0.00	0.00	0.78
331	ZERO NET ENERGY FARMS	0.00	0.00	0.00	0.00	0.00	0.00
340	TDM PROGRAM	0.00	0.00	0.00	0.00	0.00	0.00
350	FRESNO REGIONAL DATA CENTER	0.21	0.00	0.00	0.00	0.00	0.21
360	ONE VOICE ADVOCACY	0.48	0.00	0.00	0.00	0.00	0.48
411	AG FARM Lnd Mitigation	0.00	0.00	0.00	0.00	0.00	0.00
420	REGIONAL HOUSING NEEDS	0.62	0.00	0.00	0.00	0.00	0.62
812	RURAL TRANSIT ALTERNATIVES	0.00	0.00	0.00	0.00	0.00	0.00
820	VALLEY RTPA COORDINATION	0.64	0.00	0.00	0.00	0.00	0.64
910	COFCG ADMINISTRATION	0.63	0.00	0.00	0.00	0.00	0.63
911	OWP & BUDGET	0.38	0.00	0.00	0.00	0.00	0.38
912	TRANSPORTATION FUNDS ADMIN	0.25	0.00	0.00	0.00	0.00	0.25
920	FCRTA ADMINISTRATION	3.82	0.00	0.00	0.00	0.00	3.82
930	AUTHORITY ADMINISTRATION	0.02	0.00	0.00	0.00	0.00	0.02
940	FREEWAY SERVICE PATROL	0.03	0.00	0.00	0.00	0.00	0.03
	TOTAL PY	***30.93***	***1.94***	***0.84***	***0.20***	***0.50***	***34.41***

FY 2020/21 OWP Spreadsheet

Use of Toll Credits

Consolidated Planning Grant

	Work Element Description	FTA/MPO 5303 CARRY OVER	Toll Credits	FTA/MPO 5303	Toll Credits	FHWA PL CARRY OVER	Toll Credits	FHWA PL	Toll Credits	COFCG LTF	Other	Revenue Total	TOLL Credits
110	REGIONAL STREETS PLANNING	0	0	0	0	0	0	36,059	4,136	0	300,000	336,059	4,136
111	REGIONAL TRANSPORTATION MODEL	0	0	0	0	0	0	516,796	59,277	0	35,206	552,003	59,277
112	REGIONAL TRAFFIC MONITORING	0	0	90,740	10,408	0	0	237,200	27,207	0	0	327,940	37,615
114	INTELLIGENT TRANS. SYSTEMS	0	0	13,324	1,528	0	0	0	0	0	0	13,324	1,528
163	FREIGHT PLANNING	0	0	3,658	420	0	0	2,348	269	0	0	6,006	689
170	REGIONAL TRANSPORTATION PLAN	125,000	14,338	0	0	160,000	18,352	649,009	74,441	0	0	934,009	107,131
171	TRANSP. PERFORMANCE MANAGEMENT	0	0	45,811	5,255	0	0	0	0	0	0	45,811	5,255
172	CONGESTION MANAGEMENT PRG	0	0	33,936	3,892	0	0	0	0	20,000	0	53,936	3,892
180	AIR QUALITY/TRANS. PLANNING	0	0	178,408	20,463	0	0	0	0	0	0	178,408	20,463
311	PUBLIC INFO. AND PARTICIPATION	0	0	0	0	48,500	5,563	149,388	17,135	0	0	197,888	22,698
313	ENVIRONMENTAL JUSTICE	0	0	0	0	0	0	30,538	3,503	0	0	30,538	3,503
820	VALLEY RTPA COORDINATION	29,248	3,355	0	0	0	0	28,757	3,298	92,961	103,321	254,287	6,653
911	OVERALL WORK PROGRAM	21,292	2,442	7,939	911	0	0	16,372	1,763	16,599	0	61,202	5,116
	TOTAL EXPENDITURES	***175,540***	***20,134***	***373,816***	***42,877***	***208,500***	***23,915***	***1,665,469***	***191,029***	***129,560***	***438,526***	***2,991,411***	***277,955***
													277,955

Federal Transit Assistance Grants

	Work Element Description	FTA/MPO 5316	Toll Credits	FTA/MPO 5317	Toll Credits	FTA/MPO 5310	Toll Credits	Other	Revenue Total	TOLL Credits
121	FTA GRANT PROGRAMS	0	0	567,546	110,390	828,509	114,296	67,377	1,688,118	224,686
	TOTAL TOLL CREDITS									502,641

Fresno Council of Governments
*2020/21 Member Dues Schedule**

MEMBER	CENSUS POPULATION 01/01/19	PERCENT	Current DUES SCHEDULE
Clovis	117,003	11.49%	4,596
Coalinga	17,600	1.73%	691
Firebaugh	8,132	0.80%	319
Fowler	6,605	0.65%	259
Fresno City	536,683	52.71%	21,083
Huron	7,308	0.72%	287
Kerman	15,495	1.52%	609
Kingsburg	12,392	1.22%	487
Mendota	12,315	1.21%	484
Orange Cove	9,975	0.98%	392
Parlier	16,151	1.59%	634
Reedley	26,666	2.62%	1,048
Sanger	27,094	2.66%	1,064
San Joaquin	4,216	0.41%	166
Selma	25,045	2.46%	984
Fresno Co.	175,561	17.24%	6,897
TOTALS	***1,018,241***	***100%***	***40,000***
			40,000

* Updated for DOF population estimates in May.

Expenditure by Work Element and Funding Source
2020-2021

Consultants		Total	FHWA PL	FTA 5303	FTA 5304	FTA 5307	FTA 5311(f)	FHWA SPR	RMRA	PTA	Local	Local Source
110 Regional Streets & Roads	Eastside Corridor Study	300,000									300,000	Measure C
115 RTMF Development Fee Program	WSP - Technical Support	50,000									50,000	Measure C
116 National Parks	YARTS Operations	747,500				413,131	120,000				214,369	NPS/Fares
117 Golden State	Design Contract	500,000									500,000	Measure C
142 FCRTA Rural Transit Operations	FCRTA Rural Transit Operations	15,000							13,280		1,720	LTF
143 Reverse Triangle	Reverse Triangle	118,756						95,005	0		23,751	LTF
144 Electric Vehicle	Electrice Vehicle	75,000							66,397		8,603	LTF
146 Better Blackstone I	Fresno Ministeres	75,000							66,398		8,602	LTF
147 Fresno City Trail Master Plan	Trail Master Plan	75,000							66,398		8,602	LTF
148 Transit On Board Survey	Transit On Board Survey	125,000							96,807		28,193	LTF
149 SB 743 Transportation Impact Analysis	Transportation Impact Analysis	20,000							17,706		2,294	LTF
150 Other Modal Elements	Bike Event	2,000									2,000	LTF
153 Airport Land Use Commission	Coffman On Call	5,000									5,000	LTF
160 Better Blackstone Phase II	Fresno Ministeres	225,000			199,193						25,807	LTF
161 Fresno/Madera Sus. Corridor	Fresno/Madera	400,000							308,955		91,045	LTF
162 Sustainable Planning Grant Program	Sustainable Planning Grant Program	80,000							70,595		9,405	LTF
170 Regional Transportation Plan	RTP EIR	350,000	125,000	125,000								
172 Congestion Management Program	CMP Update	20,000	20,000								0	LTF
210 Measure "C" Extension	Update Expenditure Plan	40,000									40,000	Measure C
320 Technical Assistance	Circuit Planner/Engineer	100,000									100,000	LTF
- - -	Technical Studies	50,000									50,000	LTF
360 One Voice Advocacy	Simon & Company, Inc.	28,000									28,000	Member Dues/Donations
420 Regional Housing Needs	RHNA Fresno County	150,000									150,000	LTF
- - -	REAP Valley White Paper	250,000									250,000	LTF
- - -	REAP Fresno County	1,015,568									1,015,568	LTF
920 Valley RTPA Coordination	Valley Wide MPO Coordinator	135,000									135,000	Valley MPOs
	Total Consultants	4,863,824	145,000	125,000	199,193	413,131	120,000	95,005	706,536	0	3,047,959	

Supplies Printing		Total	FHWA PL	FSP	FTA5303	Local		Local Source
170 Regional Transportation Plan	Supplies/Printing	10,000	10,000					
212 Measure "C" Carpool/Vanpool	Supplies/Printing	10,000					10,000	Measure C
214 Measure "C" ADA/ Seniors	Supplies/Printing	14,000					14,000	Measure C
215 Measure "C" Farm Worker Van Pool	Supplies/Printing	2,000					2,000	Measure C
311 Public Participation	Annual Report	10,000	10,000					
360 One Voice Advocacy	One Voice Supplies	4,113					4,113	Member Dues/Donations
940 Freeway Service Patrol	Supplies/Printing	8,500		6,800			1,700	LTF
	Total Supplies & Printing	58,613	20,000	6,800	0		31,813	

Software Support/Maint.		Total	FHWA PL	PPM	FSP	Local		Local Source
111 Regional Transportation Modeling	Program Customization	10,000	10,000					
111 Regional Transportation Modeling	Activity Based Model	10,000	10,000					
- - -	Program Technical Support	60,000	60,000					
- - -	City Labs Valley Wide License	45,000	10,795				35,205	Valley MPOs
- - -	Arcview GIS Maint	6,000	6,000					
- - -	Server Upgrade	13,000	13,000					
212 Measure "C" Carpool/Van Pool	Website & App	30,000					30,000	Measure C
214 Measure "C" ADA/ Seniors	Trip Management	40,000					40,000	Measure C
215 Measure "C" Farm Worker Van Pool	Software Support/Maint.	5,000					5,000	Measure C
220 Transportation Program Development	Fresno Track - Web Based Project Tracker	57,679		57,679				
311 COG View Internet Home Page	Redesign Website	19,000	19,000					
910 COG Admin	Web Cast Software	10,000					10,000	LTF

Expenditure by Work Element and Funding Source 2020-2021

940 Freeway Service Patrol	Mobile Location	5,760			4,608	1,152	LTF
	Total Software Support & Maintenance	912,439	128,795	67,679	4,608	121,367	

Workshops

		Total	FHWA PL	FTA 5303	Local	Local Source
170 Regional Transportation Plan	Focus Group	10,000	10,000			
311 Public Participation	Transportation Forum	5,000	5,000			
820 Valley RTPA Coordination	Policy Conference	10,000			10,000	LTF
	Total Workshops	25,000	15,000	0	10,000	

Promotion/Outreach

		Total	FHWA PL	FTA 5303	Prop 84	Local		Local Source
170 Regional Transportation Plan	Community Survey	15,000	15,000					LTF
212 Measure "C" Carpool/Vanpool	Carpool Promotion	100,000					100,000	Measure C
214 Measure "C" ADA /Seniors	Taxi Scrip Promotion	100,000					100,000	Measure C
215 Measure "C" Farm Worker Van Pool	Grass Roots Promotion	100,000					100,000	Measure C
311 Public Participation	Surveys	10,000	10,000					
820 Valley RTPA Coordination	Valley Wide Outreach	5,000					5,000	LTF
	Total Promotion & Outreach	330,000	25,000	0	0		305,000	

Carpool Subsidy

		Total	Local	Local Source
212 Measure "C" Carpool/Vanpool	Carpool Subsidy	48,000	48,000	Measure C

Prizes & Awards

		Total	Local	Local Source
212 Measure "C" Carpool/Vanpool	Carpool Prizes & Awards	32,000	32,000	Measure C
	Total Prizes & Awards	32,000	32,000	

Commuter Van Pool Subsidy

212 Measure "C" Carpool/Vanpool	Commuter Van Pool Subsidy	488,000	488,000	Measure C

Taxi Scrip

214 Measure "C" ADA/ Seniors	Taxi Scrip	480,000	480,000	Measure C

Farm Worker Van Pool Subsidy

215 Measure "C" Farm Worker Van Pool	Farm Worker Van Pool Subsidy	560,000	560,000	Measure C

Grant Specific Travel

		Total	FHWA PL	FTA 5307	PPM	Local		Local Source
120 Public Transportation - Urban	APTA Conference	3,000		2,400			600	FAX Match
220 Transportation Program & Development	Travel & Training							
212 Measure "C" Carpool/Vanpool	Carpool/Van Pool Travel	1,000					1,000	Measure C
214 Measure "C" ADA/ Seniors	Taxi Scrip Travel	1,000					1,000	Measure C
215 Measure "C" Farmworker Van Pool	Farm Worker Van Pool	500					500	Measure C
220 Transportation Program Development	CTC Hearings	3,000			3,000			
360 One Voice Advocacy	One Voice Trip to DC & Sacramento	24,509					24,509	Member Dues/Donations
910 COG Administration	Admin. Travel	5,000					5,000	LTF
	Total Grant Specific Travel	38,009	0	2,400	3,000		32,609	

FTA 5317 New Freedom

		Total	FTA 5317	Match	Toll Credit
121 New Freedom	FAX Bus Stop Improvements	10,134	8,445	1,689	
	FAX Braille Signs	8,580	7,150	1,430	
	FAX Improve 14 Bus Stops	327,475	327,475		65,495
	FAX Improve 13 Bus Stops	224,475	224,475		44,895
	Total 5317 New Freedom	572,664	567,545	3,119	110,390

Expenditure by Work Element and Funding Source
2020-2021

FTA 5310

		Total	FTA 5310	Match	Toll Credit
121 FTA5310					
-	FAX 6 Buses	321,288	257,030	64,258	
-	POEOC 6 Buses	257,030	257,030		51,406
-	VCPCA 2 Buses - 6 Minivans	257,030	257,030		51,406
-	West Care of Cal - 1 Minivan	57,419	57,419		11,484
	Total 5310	892,767	828,509	64,258	114,296

Translation Services

		Total	FHWA PL	Match
311 Public Participation	Translation Services	4,500	4,500	0

County Counsel

		Total	Local	Local Source
115 RTMF	Legal Advice	5,000	5,000	RTMF
153 Airport Land Use	Legal Advice	5,000	5,000	LTF
912 TDA Administration	Legal Advice	25,000	25,000	LTF
	Total County Counsel	35,000	35,000	

Program Audits

		Total	Local	
115 RTMF	RTMF Audit	8,652	8,652	LTF
912 TDA Administration	TDA Audit	30,282	30,282	
	Total Program Audits	38,934	38,934	LTF

County Auditor Controller

		Total	Local	
912 TDA Administration	County Auditor Controller	8,000	8,000	LTF

Membership/Dues

		Total	Local	
910 COG Administration	CALCOG	21,000	21,000	LTF
	Total Membership Dues	21,000	21,000	

Board Remuneration

		Total	Local	
910 COG Administration	Board Remuneration	19,200	19,200	LTF

Temporary Help

214 ADA/Seniors	Temporary Help	0		Measure C
910 COG Administration	Temporary Help	4,000	4,000	LTF
		4,000	4,000	

Other Misc Expense

		Total	Local	
211 Measure "C" Oversight Committee	Committee Meetings	1,000	1,000	Measure C
214 Measure "C" ADA/ Seniors	Taxi Scrip Misc	2,000	2,000	Measure C
360 One Voice Advocacy	One Voice	3,802	3,802	Member Dues/Donations
910 COG Administration	Organizational Health	5,000	5,000	LTF
	Total Other Misc. Expense	11,802	11,802	

Freeway Towing Contract

		Total	STATE FSP	Local	Local Source
940 Freeway Service Patrol	Freeway Towing Contract	480,000	368,000	92,000	LTF

Equipment

		Total	FHWA PL	FTA 5303	FSP	Local	Local Source
112 Regional Traffic Modeling	Traffic Count/Computer Equipment	50,000		50,000			

Expenditure by Work Element and Funding Source 2020-2021

910 COG Administration	Computers	15,000				15,000	LTF
	Office Equipment	10,000				10,000	LTF
940 Freeway Service Patrol	Commercial Radio Rental	8,500			6,800	1,700	LTF
	Total Equipment	**83,500**	**0**	**60,000**	**6,800**	**26,700**	

Agency Pass Through

		Total	FHWA PL	FTA 5304	FHWA SPR	Local	Local Source
112 Regional Traffic Modeling	County Traffic Count Program	147,500	147,500				
	Fresno Traffic Count Program	80,200	80,200				
	Clovis Traffic Count Program	9,500	9,500				
117 Golden State	City County Preliminary Design	200,000				200,000	Measure C
120 Public Transportation Urban	FCEOC CTSA - Urban	50,000				50,000	LTF
143 Reverse Triangle	Reverse Triangle	10,768				10,768	In Kind
190 Valley RTPA Coordination	Air Quality Liaison - San Joaquin COG	65,000		65,000			
210 Measure "C" Extension	FSU Transp. Institute	1,306,171				1,306,171	Measure C
210 Measure "C" Extension	FCRTA Electric Vehicles	2,724,466				2,724,466	Measure C
310 Intergovernmental Coordination	County Intergovernmental Review	45,616				45,616	LTF
	Fresno Intergovernmental Review	4,000				4,000	LTF
	Clovis Intergovernmental Review	10,000				10,000	LTF
420 Regional Housing Needs	SJV Agencies	3,132,972				3,132,972	REAP
	Total Agency Pass Through	**7,786,193**	**237,200**	**65,000**	**0**	**7,488,993**	

Grant Administration

		Total	PPM	FTA 5304	FHWA SPR	RMRA	SPR	Local	Local Source
160 Better Blackstone	Design Challenge	5,021				4,446		575	LTF
161 Fresno/Madera Sus. Corridor	Fresno/Madera	12,000				10,624		1,376	LTF
162 Sustainable Planning	Sustainable Planning	10,093				10,093			
420 Regional Housing Needs	REAP	100,000						100,000	REAP
	Total Grant Administration	**127,116**	**0**	**0**	**0**	**26,163**	**0**	**101,952**	
	Total Accounts	17,298,560							

Appendix K - Intermodal Planning Group Comments

Thank you submitting comments regarding Fresno COG's 2020-21 Overall Work Program on behalf of Caltrans District 6 staff, as well as Caltrans headquarters, FHWA and FTA. Fresno COG's responses to those comments follow.

DISTRICT 6 – TRANSPORTATION PLANNING
General Comments

Thank you for the kind comments regarding Fresno COG's "leadership and forward-thinking" in developing its OWP. We appreciate the close partnership we enjoy with District 6 and look forward to continually finding innovative approaches to our planning work. Staff intends continued compliance with Title VI requirements. In addition, Fresno COG and Big Sandy Rancheria was awarded a Caltrans Adaptation Planning grant to develop an Extreme Weather and Natural Disaster Evacuation Plan for the Big Sandy Rancheria Area. The plan will help to leverage safety assessment recommendations, tribal hazard mitigation plans, prioritize mitigation efforts and list funding opportunities for implementation. Fresno COG is the co-applicant for this grant and will continue to provide project management support, technical support, collaborate on community outreach, help coordinate multi agency efforts, RFP and consultant section, assist in the development of the plan and connect BSR with funding opportunities.
We will include the informational matrix Caltrans provided for the County of Fresno in the final document, for which we anticipate approval in May.

Transit Planning

Thank you for the kind comments regarding FCRTA, our GoGoGrantparent partnership and carpool incentive program. We will absolutely continue to apply for FTA 5311 and 5311 (f) funds, ATP grants, Caltrans Sustainable Transportation Planning grants and FTA 5339 (b) Bus and Bus Facilities Discretionary Program funding opportunities.

Freight Planning

Thank you for your comments. Fresno COG may include a specific work element for freight planning, and, in doing so, will identify benefits to the SR 99 Corridor System Management Plan from the Golden State Corridor Study, as well as specific investments in rural mobility, freight movement and economic vitality.

Specific Comments

WE 111, Regional Transportation Modeling
Thank you for the kind comments regarding our ABM investments. We have revised the WE narrative to elaborate on SB 375 target-setting efforts to include what SB 375 intends to measure and the goals of that legislation. The "previous work completed" section has been rewritten to reflect work completed, as opposed to ongoing.

WE 114, Fresno County Intelligent Transportation System Architecture
Thank you for the comment. Fresno COG has expanded on how ITS elements work and has provided examples of how they are used.

WE 143, Reverse Triangle Study
Thank you for your comments. In this narrative, Fresno COG has strengthened the connection between this study and the Sustainable Communities Grant specific objectives, including: greater detail of how the study furthers the Sustainable Communities Strategy and the RTP appendices K and L; how the project addresses the needs of disadvantaged communities and; how those needs will be weighted when prioritizing projects.

WE 147, Fresno County Trails Master Plan Update
Thank you for your comment. The grant expiration dates have been corrected to Feb. 28, 2021, and the percentages in the work column of the timeline have been corrected to total 100 percent. In addition, references to the Fresno County Regional Active Transportation Plan has been moved to the discussion section.

OFFICE OF REGIONAL PLANNING – HEADQUARTERS
General Comments

Thank you for the kind comments regarding the prospectus that outlines Fresno COG's roles and responsibilities in Fresno County and for coordination throughout the San Joaquin Valley. On page 10 of the OWP, in its coordination statement, Fresno COG addresses its Tribal Consultation Plan as part of its government-to-government coordination.

Specific Comments

Thank you for the comments. We have ensured that all SB 1 grant-funded work elements have the appropriate grant extension date listed, including WE 143, 146, 142, 148 and 149. Fresno COG has also adjusted the percentage for work for each task in WE 148, 149, 170 and 311 to equal 100 percent.

SB 1 SC Formula Grants List of Projects
Thank you for the comment. Fresno COG has completed the lists of projects/tasks/activities for WE 161, the Fresno-Madera Sustainable Corridor Study. For WE 162, staff is awaiting the outcome of the statewide competitive process to determine whether a safety survey project we anticipate funding will be awarded. If not, we anticipate that to be the major component and deliverable for WE 162 using SB 1 formula funds instead. We anticipate having the WE completed for the final draft, which is scheduled for approval at our May Board meeting.

WE 161 Fresno-Madera Sustainable Corridor Study
Thank you for the comment. Staff has updated this WE to reflect that the funding source is an SB 1 Sustainable Community formula grant and that the funds expire on Feb. 28, 2023. We have also rewritten the narrative to include a clear statement about how this WE specifically aligns with grant specific objectives. In addition, the narrative now clarifies the how the general public, as well as disadvantaged communities will be engaged for their input into the study.

WE 162 Regional Sustainable Infrastructure Planning Program
Fresno COG plans to submit a considerably more detailed WE for the final draft once we know the outcome of the statewide competitive process to determine whether a safety survey project we anticipate funding will be awarded. If not, we anticipate that to be the major component and deliverable for WE 162 using SB 1 formula funds instead. The revised narrative will also include outcomes from similar SB 1 formula-funded activities.

FEDERAL HIGHWAY ADMINISTRATION

General Comments
Thank you for the comments. It is gratifying that FHWA believes Fresno COG's work program is robust and that the OWP's graphics denote satisfactorily each work element's schedules and tasks.

Specific comments
Fresno COG consolidates its Federal PL funding into specific CPG work elements and has established an additional funding table in each work element to show the federal cost by funding source. In addition, Fresno COG confirms that there is no FHWA PL or FTA 5303 funds in WE 171 and 172.

Minor edits
Page 14 – The populations listed have been updated and the narrative reworded to better reflect the urbanized area relative to the entire county.

Page 25 – The duplicated reference to the Blackstone/Shaw Activity Center Projects has been removed. The Blackstone Corridor Transportation and Housing Study has been completed, however, the reference to this study has been removed considering its age. The third partner is the SR 198 Corridor Preservation Study and Improvement Strategic Plan is the Kings County Association of Governments. That reference has been updated as well.

Page 29 – The products have been renumbered correctly and the phrase "Select zone analysis for traffic impact studies" has been added.

Page 42 – Task 120.05 has been corrected to correctly spell "transportation."

Page 51 -- The words "sites" and "equitable" have been corrected. The tasks timeline has been adjusted to match other work elements.

Page 108 – Task 313.06 has been corrected as requested.

Page 153 – The Expenditure and Revenue Source Spreadsheet has been corrected to reflect FY 2020-21.

Page 155 – The FY 2020-21 OWP spreadsheet subheading has been corrected to read FY Calculation.

Fresno COG understands that carryover estimates cannot be identified in the FY 20-21 OWP until both Caltrans and Fresno COG have signed a reconciliation letter certifying the FHWA PL and FTA 5303 carryover amounts.

One again, Fresno COG appreciates and thanks staff with District 6, Caltrans Headquarters and FHWA for reviewing our 2020-21 and for the kind comments, constructive recommendations and corrections. We look forward to continuing a fruitful and accomplished partnership in 2020-21.

BY-LAWS FOR THE

COUNCIL OF FRESNO COUNTY GOVERNMENTS

WHEREAS, the County of Fresno and certain Cities of Fresno County, California, have executed a Joint Powers Agreement creating the Council of Fresno County Governments; and

WHEREAS, the Joint Powers Agreement designates the Council of Fresno County Governments to perform certain duties; and

WHEREAS, the organizational structure, process and functions of the Council of Fresno County Governments are specified in the Joint Powers Agreement;

THEREFORE, BE IT RESOLVED:

1. The By-Laws of the Council of Fresno County Governments shall be specified herein, except that these By-Laws shall not limit, restrict, modify or supercede those activities or duties conferred or implied in the Joint Powers Agreement.

2. Membership in the Council of Fresno County Governments shall be as provided in the Joint Powers Agreement of March 25, 1976.

3. The Council, as specified in the Joint Powers Agreement, shall constitute the governing body of the Council of Fresno County Governments.

4. The Council shall hold regular meetings on the last Thursday of every month, at such time and location as may be prescribed by vote of the membership at a previous meeting. In the event such meeting date should fall on a holiday or the day before a holiday, the membership at its next preceding meeting, or prior thereto, shall fix another convenient date for such regular meetings. If no time or location is so prescribed, the Chairman, or his representative, shall fix said time and location.

   Special meetings may be called by the Chairman or his representative at any time. The members shall be notified in writing of all special and regular meetings; written nature of meeting shall be forwarded by first class mail or other appropriate means not less than seven days prior to the meeting.

   All regular and special meetings shall be conducted in accordance with the Ralph M. Brown Act, as amended.

5. The duly authorized representatives of a majority of the members in good standing which represent no less than 40% of the total population of the member agencies shall constitute a quorum for the transaction of all business of the Council.

   (By-Law Amendment accompanying JPA Amendment No. 5)

6. Except as provided herein or in the Joint Powers Agreement, the most recent edition of Robert's Rules of Order shall constitute the parliamentary authority for the Council.

7. Officers of the Council shall consist of a Chairman and Vice-Chairman, who shall be elected from the duly authorized representatives of members in good standing. Their duties shall be as follows:
   a. Chairman: To preside over all meetings, maintain order, decide questions of parliamentary procedure, call special meetings, and such other duties as elsewhere herein provided.
   b. Vice-Chairman: To perform the duties of the Chairman in the absence of such officer or upon disqualification of such officer.

8. Nomination and election of officers shall be held at the March meeting of each year, and such officers shall serve a one-year term. Any vacancy during the term shall be filled by nomination and election of such officer for the remainder of the term.

9. Nominations may be made by a committee of duly authorized members in good standing appointed by the Chairman and approved by the Council or from the floor by duly authorized representatives.

10. An election for each office, beginning with that of Chairman, shall be held immediately after all nominations have been declared closed by the Chairman. If there is more than one nominee for any office, voting shall be by roll call in accordance with the voting formula as established by the Joint Powers Agreement.

11. Officers shall take office immediately after their election or as soon thereafter as practicable, and serve until disqualified or their successors are duly elected, whichever condition occurs first.

12. The Policy Advisory Committee, as specified in the Joint Powers Agreement, and such committees as established by the Council shall select a Chairman and Vice-Chairman in June of each year from among its members. The duties of the Policy Advisory Committee shall be:
    a. To hold meetings and conduct business as deemed appropriate under the Joint Powers Agreement.
    b. To advise, recommend to and assist the Council, as required, to carry out Council functions.
    c. To review and recommend to the Council all business which is to come before the Council, including but not limited to, the annual budget and work program, Overall Program Design, reports, studies, plans and policy items.
    d. To review and comment on applications submitted to the Council of Fresno County Governments for A-95 review.

13. The Policy Advisory Committee shall hold regular meetings each month, at such time and location as may be prescribed by vote of the committee members. In the event such meeting date should fall on a holiday, or the day before a holiday, the membership at its next preceding meeting, or prior thereto, shall fix another convenient date for such regular meeting. If no time or location is so prescribed, the Chairman, or his representative, shall fix said time and location.

    Special meetings may be called by the Chairman or his representative at any time. The members shall be notified in writing of all special and regular meetings; written nature of meeting shall be forwarded by first class mail or other appropriate means not less than seven days prior to the meeting.

    Business may be conducted when there are at least five (5) members present to perform the duties of the Policy Advisory Committee. Any motion or action of the Policy Advisory Committee in order to be deemed carried or approved must receive an affirmative vote from a majority of the members present.

14. The Council agenda shall be established by the Executive Director. Subjects for inclusion on the agenda of the Council shall be directed to the Executive Director sufficiently in advance of the Council meeting so as to be reviewed by the Policy Advisory Committee.
    a. Agenda subjects proposed by the Council shall be referred to the Policy Advisory Committee for its review and recommendation.
    b. Agenda subjects proposed by persons or organizations not members of the Council shall be placed on the agenda following review and recommendation by the Policy Advisory Committee.
    c. All subjects on the Council's agenda shall be accompanied by a report from the Policy Advisory Committee, which report shall include the Policy Advisory Committee's voting on the subject.
    d. The Council Chairman may establish time limits or any other control measure he deems appropriate for presentation or comment.

15. The Council agenda shall be included in written notice of meeting and forwarded to Council members as specified elsewhere herein. Items of an emergency nature which require immediate action by the Council may be added to the agenda upon concurrence of a majority of the members in good standing and representing no less than 40% of the total population of the member agencies.

(By-Law Amendment accompanying JPA Amendment No. 5)

16. All administrative work of the Council shall be performed by or under the direction of an Executive Director; or if specifically directed by the Council, the Policy Advisory Committee. The duties of the Executive Director shall be:

a. To serve as Secretary to the Council and Policy Advisory Committee.
b. To serve as Secretary to such committees as the Council may establish.
c. To keep a good and sufficient record of the proceedings and business of the Council.
d. To keep a record and ascertain the qualifications of each duly authorized representative.
e. To maintain files for all reports, correspondence and other business of the Council, the Policy Advisory Committee and other committees as may be established.
f. To coordinate the work program and budget of the Council.
g. To assist member agencies in making application for Federal funds.
h. To maintain a record of all financial transactions.
i. To transmit to his successor all books, records and files of the Council of Fresno County Governments in his possession.
j. To perform such other duties as may be assigned.

17. Membership costs, as specified in the Joint Powers Agreement, shall be due and payable at the start of the Council of Fresno County Governments' fiscal year. The Executive Director shall provide each member agency written notice of its cost due not later than thirty (30) days prior to the due date. If the costs to be shared are not paid within sixty (60) days of the date they are due and payable, the member agency shall immediately be sent written notice by first class mail, advising amount due and consequences of non-payment. If payment is not made within ninety (90) days of the date due and payable, the member agency shall immediately be sent written notice that it is not longer a member in good standing, as specified in the Joint Powers Agreement, and no longer carries voting privileges in the conduct of the business of the Council of Fresno County Governments.

Good standing shall be restored to a member agency immediately after payment of delinquent costs is received.

18. A proposed annual Overall work Program (OWP) for the ensuing fiscal year shall be prepared by the Executive Director and presented to the Policy Advisory Committee for their approval in January of each year. The Policy Advisory Committee shall have forty-five (45) days and shall review and prepare a preliminary OWP by March 1 of each year.

A proposed annual budget for the ensuring fiscal year shall be prepared by the Executive Director and presented to the Policy Advisory Committee for their approval in February of each year. The Policy Advisory Committee shall have forty-five (45) days and shall review and prepare a preliminary budget by April 1 of each year. The budget shall be a financial plan to undertake the work program of the Council. The Council shall review and *adopted** the budget and OWP at or before the May meeting.

19. The Fresno County Counsel's Office shall provide all legal services to the Council of Fresno County Governments, the Council and any committees as specified in the Joint Powers Agreement, except the Council may retain independent legal counsel when it deems appropriate.

20. The Council shall be responsible for making all amendments to these By-Laws.

a. Proposed amendments may be originated by the Council of any duly authorized representative to the Council.
b. Proposed amendments may not be finally acted upon unless all of the members have been given written notice thereof at a prior meeting or by mail at least 15 days prior to the date of the meeting at which final action is to be taken.

c. Amendment to these By-Laws shall require the approval of a majority of the governing bodies of the Joint Powers Agreement representing no less than 40% of the total population of the member agencies.

(By-Law Amendment accompanying JPA Amendment No. 5)

**Typographical error contained in original document.*

JPA Amendment No. 3, dated March 25, 1976, replaced the JPA in its entirety, with accompanying full-replacement of By-Laws
JPA Amendment No. 4, dated June 25, 1985, no formal amendment to By-Laws
JPA Amendment No. 5, dated April 27, 1989, with formal amendment to By-Laws

FRESNO COUNCIL OF GOVERNMENTS

JOINT POWERS AGREEMENT

THIS AGREEMENT made and entered into this 25th day of March, 1976, by and between the County of Fresno, a political subdivision of the State of California, and the Cities of Fresno, Clovis, Coalinga, Firebaugh, Fowler, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Huron, Sanger, San Joaquin, and Selma all being municipal corporations of the State of California; WITNESSETH:

(Amendment No. 3)

WHEREAS, the President of the United States, through Executive Order 12372 (FR 30959, July 14, 1982), under the authority vested in him by the Constitution and laws of the United States of America, including Section 401 (a) of the Intergovernmental Cooperation Act of 1968 (42 U.S.C. 4231 (a), Section 301 of Title 3 of the United States Code, and Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 (42 U.S.C. 3334) has ordered that Federal agencies shall provide opportunities for consultation by elected officials of those state and local governments that would provide non-Federal funds for, or that would be directly affected by, proposed Federal financial assistance or direct Federal development; and

(Amendment No. 4)

WHEREAS, the President has ordered that, to the extent permitted by law, Federal agencies shall utilize the State process to determine official views of State and local elected officials and, further, to make efforts to accommodate State and local elected officials' concerns with proposed Federal financial assistance and direct Federal development that are communicated through the designated State process; and

(Amendment No. 4)

WHEREAS, the Governor of the State of California has established clearinghouse procedures pursuant to Executive Order 12372 providing for review of and comment on Federally-assisted programs by local elected officials through the Office of Planning and Research (gubernatorial Executive Order D-24-83); and

(Amendment No. 4)

WHEREAS, the Governor has designated the Fresno Council of Governments as the areawide clearinghouse for Fresno County, California; and

(Amendment No. 4)

WHEREAS, planning concerns in the County of Fresno, and the solution to such concerns often transcend municipal boundaries, making it desirable to regularly bring together representatives of the various governments to discuss common problems, develop consensus of policy questions of mutual interest in order to pursue a coordinated course of action without infringing on the political traditions and powers of the individual governments; and

(Amendment No. 3)

WHEREAS, Section 6500, et. Seq. of the California Government Code (Title 1, Division 7, Chapter 5, Article 1) provide for agreements between two or more public agencies to jointly exercise any power common to the contracting parties; and

(Amendment No. 3)

WHEREAS, the City of Fresno by virtue of its charter, and the County of Fresno, and other incorporated cities, parties hereto, by virtue of Sections 65600 and 65604, inclusive, of the California Government Code have the joint and mutual power to create an areawide planning organization.

(Amendment No. 3)

NOW, THEREFORE, in consideration of these premises, the parties hereto mutually agree as follows:

(Amendment No. 3)

CHAPTER 1

ORGANIZATION

1.1 ADDITIONAL MEMBERS: In addition to the named parties to this agreement, any city not now a member and any other city which may be hereafter incorporated within the boundaries of the County of Fresno, may become a member of the Fresno Council of Governments by executing this agreement without prior approval or ratification of the named parties, and shall thereafter be bound by all of the terms and provisions of the agreement as of the date of execution.

(Amendment No. 3)

1.2 COUNCIL; QUORUM; VOTING:

1.2.1 Council: The Council shall be the governing body of the Fresno Council of Governments. The Council shall be composed of one member of the County of Fresno Board of Supervisors, or in his absence such supervisor as may be present, and the mayors of the member cities, or in a mayor's absence such councilman as may be present.

(Amendment No. 8)

1.2.2 Quorum: A majority of the members in good standing of the Organization, which members represent no less than 40% of the total population of the member agencies in good standing, shall constitute a quorum for the transaction of business.

(Amendment No. 5)

1.2.3 Vote of Council: Any motion or action of the Council in order to be deemed carried or approved must receive an affirmative vote of a majority of the member agencies in good standing, which vote must represent no less than 40% of the total population of the member agencies in good standing.

(Amendment No. 5)

1.3 POLICY ADVISORY COMMITTEE: There shall be established a Policy Advisory Committee which shall be composed of the Chief Administrative Officer of each member agency, or his duly authorized representative, or if no such, or similar position exists, the Committee member shall be designated by the member agency's Council representative to serve at his pleasure, and shall be a full-time employee of the member agency. All matters upon which the Council is to act must first be considered by the Policy Advisory Committee and such matters when considered by the Council must be accompanied by the Policy Advisory Committee's comments and recommendations, if any, and voting record except that the Council may at its discretion consider urgent matters other than adoption of the annual budget or work program without prior consideration by the Policy Advisory Committee.

(Amendment No. 3)

1.4 STANDING TECHNICAL COMMITTEES: The Council may establish such technical advisory committees as may be necessary to assist in carrying out the duties as herein set forth in Chapter 2.

(Amendment No. 3)

1.5 COOPERATING MEMBERS: Subject to the approval of the Council, any governmental entity or public agency or nonprofit organization not eligible for membership under paragraph 1.1 of this Agreement may elect to join the Fresno Council of Governments as a cooperating member.

(Amendment No. 4)

1.5.1 Cooperating members shall be entitled to attend all meetings of the Council but shall not be entitled to vote or participate in debate.

(Amendment No. 4)

1.5.2 Cooperating members shall be entitled to receive data, studies, planning documents, special services, technical assistance, and other written materials and services of the Fresno Council of Governments, subject to policies adopted by the Council.

(Amendment No. 4)

CHAPTER 2

POWERS AND DUTIES

2.1 INTERGOVERNMENTAL COOPERATION: The Fresno Council of Governments shall perform clearinghouse review under Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966, Title IV of the Intergovernmental Cooperation Act of 1968, and Executive Order 12372 (FR 30959, July 14, 1982). The Fresno Council of Governments may establish committees and execute memoranda of understanding with local, regional, state and federal agencies to facilitate coordination and cooperation. The Fresno Council of Governments shall be the forum for cooperative decision making by principal elected officials of the member agencies.

(Amendment No. 4)

2.2 COMPREHENSIVE PLANNING: The Fresno Council of Governments shall carry out an ongoing areawide comprehensive planning process as hereinafter set forth and may cause to be developed areawide plans and elements with respect to:

2.2.1	Land Use	2.2.4	Transportation
2.2.2	Housing	2.2.5	Water Quality Management
2.2.3	Open Space	2.2.6	Air Quality Management

The Fresno Council of Governments may from time to time develop or coordinate other plans when authorized to do so by the Council.

(Amendment No. 3)

2.3 PLANNING PROCESS: All plans and plan elements and other projects which the Fresno Council of Governments shall prepare or cause to be prepared shall be done to the greatest extent by member agencies. Consulting services may, when authorized by the Council, be utilized to carry out all or portions of the Work Program. Such consulting services contract may be performed by any member agency and no consulting service contract may be tendered to other than a member agency unless each member agency has been provided with a reasonable opportunity to exercise the right of refusal. In the event of any controversy between member agencies regarding the assignment of consulting services, the Council shall make the final determination.

(Amendment No. 3)

All consulting services performed shall be conducted under the authority of the Fresno Council of Governments and in accordance with the approved work program.

(Amendment No. 3)

All plans upon which the Council is to act must first be submitted to the Policy Advisory Committee and such matters when considered by the Council must be accompanied by the Policy Advisory Committee's comments and recommendations, if any, and voting record

(Amendment No. 3)

2.4 CITIZEN INVOLVEMENT: The Fresno Council of Governments shall carry out a process for citizen involvement in major decisions. Such process may include committees, legal notices and public hearings.

(Amendment No. 3)

2.5 LOCAL TRANSPORTATION PLANNING AGENCY: The Fresno Council of Governments shall carry out the duties of a local transportation planning agency as provided by State Law including administration of the local transportation fund and assisting local governments in claiming, obtaining, and utilizing funds as required by the Transportation Development Act of 1973.

(Amendment No. 3)

2.6 TECHNICAL ASSISTANCE: The Fresno Council of Governments may assist member agencies, or cooperating members by providing technical assistance and services including, but not limited to, governmental management, planning, administration, public involvement, and grants-in-aid when and upon such terms as such assistance is approved by the Council.

(Amendment No. 4)

2.7 WORK PROGRAM: The Fresno Council of Governments shall prepare and adopt annually a multi-year work program which contains a description, including objectives and proposed costs, of all activities to be undertaken.

(Amendment No. 3)

2.8 SPECIAL SERVICES: Consistent with the policies approved by the Council, and the Public Records Act, the Fresno Council of Governments may provide data, studies, planning documents and other written materials to private or public organizations or individuals. Such organizations or individuals shall bear the cost of providing said data, studies, documents and materials, including the reasonable cost of staff time spent in reviewing said data, studies, documents and materials with the requesting party.

(Amendment No. 4)

2.9 REGIONAL VANPOOL SERVICES: The Fresno Council of Governments may operate vanpool services within the County of Fresno and enter into a Joint Exercise of Powers Agreement to operate regional van pool services and related activities, including, but not limited to, obtaining grant funds and borrowing funds for purchasing and leasing vans.

(Amendment No. 6)

2.10 PARTICIPATION IN SAN JOAQUIN JOINT POWERS AUTHORITY:

The San Joaquin Joint Powers Authority will be responsible for the following:

- Working with state and federal agencies to plan, program, and secure funding for improvements for intercity rail passenger services and facilities in the San Joaquin Rail Corridor, including the acquisition or leasing, or use by agreement of right-of-way, stations, and station sites; the leasing or acquisition of or use by agreement of equipment, and related activities.

- Negotiate for and accept funds to be expended for the purpose of providing and improving intercity rail passenger services and activities.

- Develop policy, plan and implement improvements, administer and manage the operations and marketing for the San Joaquin Rail Service as part of the California Passenger Rail System.

- Review and comment on facility, service, and operational plans and programs of the agency or agencies planning potential commuter rail service in the San Joaquin Rail Corridor.

- Coordinate facility, service, and operational plans and programs with other organizations, providing rail service in the San Joaquin Corridor or whom the SJJPA may share common facilities, including Caltrain, Capitol Corridor, the BNSF Railway and Union Pacific or their successor agencies or corporations.

- Advocate before local, regional, state, and federal officials and agencies for improvements to services and facilities for the San Joaquin Rail Corridor.

(Amendment No. 7)

2.11 Interregional Public Transportation Services.

The Fresno COG may act as lead agency, apply for and receive grant funding, enter into agreements to provide funding, administration and oversight for interregional public transportation services. Fresno COG's role as lead agency for interregional public transportation services between Fresno County and the abutting counties of Tulare, Kings, Merced, and Madera shall include oversight to assure that operators of interregional public transportation services provided through agreements with Fresno COG comply with state, local and federal regulations and requirements.

(Amendment No. 9)

CHAPTER 3

LIMITATIONS

3.1 MEMBER AGENCY AUTONOMY: Nothing herein shall be construed as limiting in any manner the power of the respective member agencies and all plans, programs and activities shall at all times be carried out in such manner as so to maintain and insure the separateness and autonomy of the member agencies.

(Amendment No. 3)

3.2 SUBMISSION OF PLANS: The council may consider adoption of any areawide plan or element thereof after such plan or element has been submitted to the legislative bodies of the respective member agencies for this consideration at least forty-five (45) days prior to such adoption.

(Amendment No. 3)

3.3 WORK PROGRAM: The Council may consider adoption of any Annual Budget or Work Program after the preliminary Annual Budget or Work Program has been submitted to the legislative bodies for the respective member agencies for their consideration at least forty-five (45) days prior to final adoption.

(Amendment No. 3)

CHAPTER 4

ENTRY INTO FORCE, AMENDMENT, WITHDRAWL, TERMINATION AND DISSOLUTION

4.1 ENTRY INTO FORCE: This Amendment shall enter into force and become binding upon its adoption by resolution of the governing bodies of no less than one-half of the eligible agencies in Fresno County which in aggregate represent no less than one-half of the population of Fresno County.

(Amendment No. 3)

4.2 AMENDMENT: The Joint Powers Agreement, as well as any of the provisions may be amended by the approval or ratification of such amendment by the governing bodies of no less than one-half of the member agencies which in the aggregate represent no less than 40% of the population of the member agencies and all member agencies shall thereafter be bound by such amendments.

(Amendment No. 5)

4.3 WITHDRAWL: Any of the parties to this agreement may by action of its governing body withdraw from the Fresno Council of Governments. Such withdrawal shall be accomplished in the following manner:

(Amendment No. 3)

4.3.1 NOTIFICATION OF INTENT: Written notification of intent to withdraw shall be transmitted to each member of the Council, and to the Executive Director. Such notification of intent must be given no less than ninety (90) days prior to formal withdraw action.

(Amendment No. 3)

4.3.2 NOTIFICATION OF WITHDRAWL ACTION: Written notification of withdrawal action shall be transmitted to each member of the Council, and to the Executive Director. Such notification shall be given no sooner than ninety (90) days from the date of notification of intent as herein above set fourth in 4.31.

(Amendment No. 3)

4.3.3 EFFECTIVE DATE OF WITHDRAWAL: No withdrawal shall be come effective until nine (9) months from the date of notification of withdrawal as hereinabove set forth in 4.32.

(Amendment No. 3)

4.4 TERMINATION: This agreement may be terminated by resolution of the governing bodies of all of the member agencies or by vote of the Council in accordance with the voting procedures set forth in1.23. Should this agreement be terminated, the Fresno Council of Governments shall be dissolved in accordance with the procedures hereinafter set forth.

(Amendment No. 5)

4.5 DISSOLUTION: Should the Fresno Council of Governments terminate as set forth above, or for any other reason, the President of the Council shall appoint a dissolution committee, which committee shall be approved by the Council. The dissolution committee shall exist for the sole purpose of settling the affairs of the Fresno Council of Governments, and shall be empowered to immediately take control of all lands, buildings, equipment, accounts, case records, and to conduct all business as may be necessary to dissolve the Fresno Council of Governments and dispose of any assets, to settle all liabilities and shall pay the balance to the member agencies which have been in good standing during the year on the same proportionate basis that costs are shared as set forth in Chapter 5. Should the proceeds be insufficient, the deficit shall be paid by the member agencies on the same proportionate basis.

(Amendment No. 3)

CHAPTER 5

FINANCIAL

5.1 COSTS: Costs incurred by Fresno Council of Governments shall be shared on a proportionate basis in the following manner:

5.1.1 A per capita cost shall be calculated by dividing the total cost by the sum of the total population of member cities and the unincorporated population of Fresno County. The annual population figures published by the California State Controller shall be used to determine the per capita cost.

(Amendment No. 3)

5.1.2 The County share shall equal the per capita cost times the unincorporated population of Fresno County.

(Amendment No. 3)

5.1.3 Each member city shall pay an amount equal to the per capita cost times the city's population.

(Amendment No. 3)

5.1.4 If the costs to be shared are not paid within ninety (90) days of the date they are due and payable as set forth in the by-laws, they shall be delinquent and the member agency shall no longer be a member in good standing until payment is made in full.

(Amendment No. 3)

The Fresno Council of Governments may also, when authorized by the Council and the governing body of any member agency, apply for and receive Federal and State grants-in-aid on behalf of the member agency. Nothing contained herein shall prevent the acceptance by the Fresno Council of Governments, for any of its purposes and functions under this agreement, of donations, grants of money, equipment, supplies, materials and services from any member agency the United States or any agency thereof, of State of California.

(Amendment No. 3)

5.2 ANNUAL BUDGET: The preliminary Annual Budget projecting a financial plan to undertake the work for the ensuing fiscal year shall be prepared by the Executive Director and presented, together with the Work

Program, to the Council and the Policy Advisory Committee at their regular February meetings of each year, and to the governing bodies of all member agencies not less than forty-five (45) days prior to the date scheduled for budget adoption by the Council. The Council shall review and adopt the Annual Budget and Work Program at or before the May meeting.

(Amendment No. 3)

5.3 FUNDS: The Treasurer of the County of Fresno shall be the depository and have custody of all money of the Fresno Council of Governments. The Auditor-Controller of the County of Fresno shall draw warrants to pay demands against the Fresno Council of Governments when approved by the Executive Director. All funds received by the Fresno Council of Governments shall be strictly accounted for and the Auditor0Controlle shall cause to be made and annual audit of the accounts and records of the Fresno Council of Governments as prescribed in California Government Code Section 6505.

(Amendment No. 3)

5.4 ANNUAL REPORT: The annual audit report shall be included in and become a part of the Annual Report to the Council and the member agencies.

(Amendment No. 3)

CHAPTER 6

SERVICES AND PERSONNEL

6.1 EXECUTIVE DIRECTOR: There shall be established the position of Executive Director of the Fresno Council of Governments. The Executive Director shall be appointed by the Council and shall serve at the pleasure of the Council. The Executive Director shall be the chief executive officer of the Fresno Council of Governments and shall have charge of all projects and property and personnel. The Executive Director shall be bonded for an amount established by the Council.

(Amendment No. 3)

6.2 SERVICES: The Fresno County Counsel's Office shall provide all legal services to the Fresno Council of Governments, the Council and the committees, provided however the Council may elect to retain independent Counsel when deemed necessary.

(Amendment No. 3)

CHAPTER 7

AMENDMENT OF PREVIOUS AGREEMENTS

7.1 SUPERSEDING: This agreement amends in its entirety the original Joint Powers Agreement of the parties hereto dated September 24, 1969, together with the amendments thereto dated January 30, 1970, and April 25, 1971.

(Amendment No. 3)

It is the intent of the parties hereto that all other provisions of the Joint Powers Agreement dated March 25, 1976, shall remain unchanged.

(Amendment No. 4)

It is the intent of the parties hereto that all other provisions of the Joint Powers Agreement dated March 25, 1976, and of Amendment No. 4 dated June 25, 1985, not herein amended shall remain unchanged.

(Amendment No. 5)

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their respective duly authorized offices as of the day and year first hereinabove written.

(Amendment No. 3)

Amendment No. 3, dated March 25, 1976, replaced the Joint Powers Agreement in its entirety.
Amendment No. 4, dated June 25, 1985
Amendment No. 5, dated April 27, 1989
Amendment No. 6, dated September 10, 2010, renamed to Fresno Council of Governments from Council of Fresno County Governments
Amendment No. 7, dated December, 2012, added San Joaquin Joint Powers Authority participation (approved by each member agency)
Amendment No. 8, dated December 2013, changed section 1.2.1 (approved by each member agency)
Amendment No. 9 dated November 2014, added section 2.11 (approved by each member agency)

Appendix N – Tribal Coordination Plan

Tribal Consultation Plan
Fresno Council of Governments
January 2019

Introduction

Fresno Council of Governments (Fresno COG) is the federally designated Metropolitan Planning Organization (MPO) and the state-designated Regional Transportation Planning Agency (RTPA) serving Fresno County. Fresno COG is responsible for developing all state and federal transportation plans and programming documents that are necessary to secure and program transportation funds within the region. Fresno COG routinely consults with Native American tribal governments on activities that may impact their communities.

Policy for Consultation with Federally Recognized Indian Tribal Governments

The U.S. DOT defines consultation as "when one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken." Some areas of consultation could include: transportation, land use, employment, economic development, housing, community development and environmental issues.

For this document, consultation is the meaningful and timely process of seeking, discussing and considering carefully the views of others, in a manner that is cognizant of all parties' cultural values, and where feasible, seeking agreement.

Requirement to Consult

Consultation with Resource Agencies

Title 23 CFR part 450 requires that MPOs shall consult, as appropriate, with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

Native American Tribal Government Consultation and Coordination

Executive Order 13175, Consultation and Coordination with Indian Tribal Governments (November 6, 2000), establishes regular and meaningful consultation and collaboration with tribal officials in developing federal policies with tribal implications to strengthen government-to-government relationships with Indian tribes and to reduce unfunded mandates upon local tribes.

State and federal regulations require Fresno COG to conduct government-to-government consultation regarding its planning and programming activities with tribal governments of federally-recognized Native American tribes. Additionally, Assembly Bill 52 (Gatto, Statutes of 2014) requires that state and local agencies are to analyze the impacts to Native American cultural resources under the California Environmental Quality Act (CEQA). Lead agencies under CEQA must work with tribal governments to avoid or mitigate the impacts to cultural resources.

Federally Recognized Tribes

Federal recognition is a legal distinction that applies to a tribe's right to a government-to-government relationship with the federal government and eligibility for federal programs. All California Native American tribes are distinct and independent governmental entities with specific cultural beliefs and traditions and unique connections to areas of California that are their ancestral homelands.

A contact list of both federally and non-federally recognized California Native American tribes is maintained by the Native American Heritage Commission. The three federally recognized tribes in Fresno County are Big Sandy Rancheria of California, Cold Springs Rancheria of Mono Indians of California, and Table Mountain Rancheria of California. Although consultation is not mandated for non-federally recognized tribes, this does not preclude the Fresno Council of Governments from consulting with local non-federally recognized tribes when plans or activities might impact cultural values or the community.

Agency Organizational Structure

Fresno COG is a consensus builder, developing acceptable programs and solutions to issues that do not respect political boundaries. In 1967, incorporated city and Fresno County elected officials established the agency, formalizing Fresno COG through a joint powers agreement, Fresno COG is a voluntary association of local governments. Fresno COG undertakes comprehensive regional planning with an emphasis on transportation, provides citizens an opportunity to be involved in the planning process and supplies technical service to its members.

Fresno COG's member agencies are represented on its Policy Board by the mayor of each incorporated city, and the chairman of the County Board of Supervisors, or designated representatives. The Policy Board is a governing body that establishes policy and guides work activities. It is assisted in making decisions by the Policy Advisory Committee (PAC), comprising the Chief Administrative Officer of each member agency, or their designated representatives. Staff from member agencies, tribal governments, interest groups and industry stakeholders comprises the Transportation Technical Committee (TTC) which also assists in the decision-making process.

Native American Indians of California and other tribal governments are also invited to participate in the monthly Transportation Technical Committee (TTC) and the Environmental Justice Subcommittee meetings. The TTC reviews staff work conducted pursuant to the Overall Work Program, advises the Policy Board and PAC on transportation issues and makes recommendations to the Policy Board on planning and programming actions. The TTC review is generally focused on the technical merits of various transportation issues coming before the Policy Board. The Environmental Justice Subcommittee under the TTC meets when necessary to review items involving Environmental Justice populations and provide recommendations to the TTC. Additionally, the subcommittee is instrumental in assisting Fresno COG staff in setting definition and thresholds for Environmental Justice Populations for the Environmental Justice Report within Regional Transportation Plan (RTP).

Consultation

Federal and state law require local agencies to consult with federally recognized tribal governments prior to making transportation decisions, taking actions, or implementing programs that may impact their communities. This activity is separate from, and precedes the public participation process. Protocol should be flexible and dynamic with respect to communication and discussion formats. More than one tribe may have an affiliation with the area of consideration. Individual consultation may be necessary if a combined consultation format is not preferred by the tribal government. Determining the degree and adequacy of consultation will vary depending on a number of factors, including the scope of proposed activities, whether the activity is short-term or long-term, the cultural or political sensitivity of the issue at hand, and the number of potential stakeholders. Fresno COG intends to consult with Native American tribal governments on activities that may impact their communities.

The Executive Director or his/her designee is the designated Fresno COG official with principal responsibility for the agency's implementation of consultation requirements. At the appropriate time in the planning phase, Fresno COG shall contact the Federal Land Management Agencies and tribal chairs to inquire about established protocols, such as cultural resource contacts, procedures, time limits and restrictions affecting communication. Mutually agreed-upon protocols may result in more effective consultation efforts with federal land management agencies and individual tribes.

Consultation is a process, not a single event, and communication should continue until the project or plan is complete. Consultation requests should include a clear purpose, explaining the request and declaring the importance of participation in the planning process. The request should specify the location of the area of potential effect addressed in the proposal. All aspects of the consultation process should be documented, including how the lead agency reaches a final decision.

Agency Activities

The agency consults with tribal governments on an ongoing basis, not only on individual projects. Fresno COG strives to keep open communication with tribes to facilitate better relationships and better reflect tribes' viewpoints and needs in regional planning documents and projects.

The Native American tribes in Fresno County receive the following information by telephone, mail, email, or in-person visits: the Fresno County Transportation Guide, the Regional Directory, newsletters, workshop invitations, grant notices, requests to participate in program guidelines development, working groups and scoring committees.

A memorandum of understanding between Fresno COG and the Big Sandy Rancheria that provides for a mutually beneficial protocol for the tribe and Fresno COG to jointly identify, communicate, and coordinate actions of common concern relating to transportation plans and programs serves as one particular success story.

Fresno COG will continue the outreach activities that have been established for the Native American tribes as well as seek new ways to enhance the government-to-government relationship between Fresno COG and the Native American tribal governments. In particular, Fresno COG will make every effort to consult and involve the Native American tribes in developing future plans and programs, including, but not limited to the short and long-range transit plans and the Federal Transportation Improvement Program.

Fresno COG will consult with federal land management agencies and federally recognized Native American tribal governments when preparing planning studies and programs affecting the agency and tribe by:

- Initiating consultation from the Executive Director or his/her designee to the agency and tribal chairperson.

- Offering to meet to discuss federal agency and tribal needs and concerns regarding impacts within their jurisdictions prior to beginning the planning process. If the agency, tribal chairperson and/or their representatives elect not to meet, Fresno COG will send a copy of the draft report for their review.

- Consulting with agency and tribal governments while developing the RTP, addressing agency and tribal concerns regarding impacts within their jurisdiction and again prior to adoption of the RTP.

- Inviting agency and tribal representatives to public meetings.

Planning Documents requiring consultation

- Federal Transportation Improvement Program (FTIP)
  The FTIP is a financially constrained multimodal transportation planning program developed by the MPO through its member agencies and in cooperation with state and federal agencies.

- Federal Statewide Transportation Improvement Program (FSTIP)
  The FSTIP is a statewide multimodal program of transportation projects proposed for federal funding. This includes all projects that are deemed regionally significant and contains MPOs' FTIP documents and a list of rural non-MPO projects.

- Regional Transportation Improvement Program (RTIP)
  The Regional Transportation Improvement Program (*RTIP*) is a document that details the transportation projects including highways, local roads, transit and active transportation that the region will fund with state and federal revenues.

- Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
  The RTP is a long-range transportation plan that is developed and updated by Fresno COG every four years. The RTP provides a vision for transportation investments throughout the region; the SCS is a required element that integrates land use and transportation strategies to achieve emissions reduction targets.

- Overall Work Program (OWP)
  The OWP identifies transportation-related planning projects and studies (called work elements) undertaken by Fresno COG and describes programs, budgetary and staffing requirements for Fresno COG. The OWP is a requirement for metropolitan transportation planning activities performed with federal funds provided under 23 USC and 49 USC 53.

Unmet Transit Needs Assessment requiring consultation by Transit Operators

- Transit operators initiate consultation and invitation to the unmet transit needs hearing from the transit operator or his/her designee to tribal chairperson with copies to the CEO, Administrator and cultural department representatives.

- Offer to meet to discuss the tribe's transit needs and concerns.

Grant Programs and Funding

Coordinate with the tribal governments to provide information and technical assistance on grant programs administered by the MPO, or other agencies.

- Initiate consultation from the Executive Director or his/her designee to the tribal chairperson with copies to the Tribal Administrator, and Cultural Department representatives.

- Provide notice of each grant and its application deadlines.

- Invite representatives of the tribe to training or public meetings regarding the grants.

- Coordinate between the tribe and Fresno COG member agencies.

- Consult with and consider the interests of the tribal government.

Tribal Transportation Program (TTP) – Highway Trust Fund Planning and Programming
Coordinate among planners and engineers in local agencies and tribes.

- Offer to meet to discuss the tribe's needs and concerns when contacted by tribal representatives.
- Provide assistance in TTP planning.

Coordinate with federal entities, as requested by the tribe.

Collaborate on funds awarded to the tribe through the Active Transportation Program.

Native American Tribal Contact Information

Federally Recognized Tribes

Big Sandy Rancheria Tribe
Tom Zizzo, Tribal Administrator
P.O. Box 337
37387 Auberry Mission Rd
Auberry, CA 93602
(559) 374-0066 ext. 237 (559) 855-4129
TZizzo@bsrnation.com

Cold Springs Rancheria
Carol Bill, Chairperson
P.O. Box 209
Tollhouse, CA 93667
(559) 855-5043

Table Mountain Rancheria
Samuel Elizondo, Tribal Administrator
P.O. Box 410
Friant, CA 93626
(559) 325-0384
selizondo@tmr.org

Non-Federally Recognized Tribes
There are several non-federally recognized tribes in California that are active in transportation issues. Federal law does not require government-to-government consultation on projects with non-federally recognized tribes; however, California law AB 52 requires consultation on tribal cultural resources under CEQA. In addition, non-federally recognized tribes are generally considered a minority group, and federal executive orders require consultation with minority or disadvantaged groups. In particular, Presidential Executive Order 12898 about Environmental Justice places special emphasis on coordination with these groups.

The full list with contact information can be found at www.fresnocog.org.